AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

FEDERAL REGISTER

VOLUME 33 • NUMBER 20

Tuesday, January 30, 1968 • Washington, D.C.

Pages 1167–2364

PART I

(Part II begins on page 2001)

Agencies in this issue—

- The President
- Agricultural Research Service
- Agricultural Stabilization and Conservation Service
- Atomic Energy Commission
- Automotive Agreement Adjustment Assistance Board
- Civil Aeronautics Board
- Consumer and Marketing Service
- Defense Department
- Federal Aviation Administration
- Federal Crop Insurance Corporation
- Federal Home Loan Bank Board
- Federal Maritime Commission
- Federal Power Commission
- Federal Trade Commission
- Food and Drug Administration
- Foreign Assets Control Office
- Health, Education, and Welfare Department
- Interior Department
- Interstate Commerce Commission
- Land Management Bureau
- National Bureau of Standards
- Patent Office
- Securities and Exchange Commission

Detailed list of Contents appears inside.

ARCHIVES OF THE UNITED STATES OF AMERICA

THE NATIONAL ARCHIVES OF THE UNITED STATES
* 1934 *

Just Released

CODE OF FEDERAL REGULATIONS

(As of January 1, 1968)

Title 46—Shipping (Parts 146–149) (Revised)---------- $2.50

[*A cumulative checklist of CFR issuances for 1968 appears in the first issue of the Federal Register each month under Title 1*]

Order from Superintendent of Documents,
United States Government Printing Office,
Washington, D.C. 20402

FEDERAL REGISTER

Area Code 202 Phone 962-8626

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration (mail address National Archives Building, Washington, D.C. 20408), pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., Ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for $1.50 per month or $15 per year, payable in advance. The charge for individual copies varies in proportion to the size of the issue (15 cents for the first 80 pages and 5 cents for each additional group of 40 pages, as actually bound). Remit check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements are listed in the first FEDERAL REGISTER issue of each month.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER or the CODE OF FEDERAL REGULATIONS.

Contents

THE PRESIDENT

PROCLAMATION

Modifying Proclamation 3279 adjusting petroleum and petroleum products ---------- 1171

EXECUTIVE AGENCIES

AGRICULTURAL RESEARCH SERVICE

Rules and Regulations

Scabies in cattle; areas quarantined ---------- 1175

AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE

Rules and Regulations

Feed grains; 1966–1969 program -- 1180
Peanuts; allotment and marketing quota regulations, 1963 and subsequent crops; miscellaneous amendments ---------- 1178
Tobacco, cigar-filler and binder; marketing quotas for 1968–69 marketing year ---------- 1177

AGRICULTURE DEPARTMENT

See Agricultural Research Service; Agricultural Stabilization and Conservation Service; Consumer and Marketing Service; Federal Crop Insurance Corporation.

ATOMIC ENERGY COMMISSION

Notices

Michigan State University; proposed issuance of construction permit ---------- 1217

AUTOMOTIVE AGREEMENT ADJUSTMENT ASSISTANCE BOARD

Notices

Certain workers of PPG Industries; petitions for determination of eligibility to apply for adjustment assistance; summaries of final determinations:

Works No. 1, Creighton, Pa---- 1218
Works No. 4, Ford City, Pa---- 1217

CIVIL AERONAUTICS BOARD

Rules and Regulations

Delegation to Director, Bureau of Operating Rights; correction-- 1205

COMMERCE DEPARTMENT

See National Bureau of Standards; Patent Office.

CONSUMER AND MARKETING SERVICE

Proposed Rule Making

Rice, milled; standards; correction ---------- 1209

DEFENSE DEPARTMENT

Rules and Regulations

Standby reserve; management and mobilization---------- 1207
Voluntary military pay allotments ---------- 1206

FEDERAL AVIATION ADMINISTRATION

Rules and Regulations

Federal airways, controlled airspace, reporting points, special use airspace, and jet routes; compilation of regulations----- 2002

Proposed Rule Making

Designations:

Federal airway---------- 1209
Transition areas (2 documents)- 1209

FEDERAL CROP INSURANCE CORPORATION

Rules and Regulations

Crop insurance, 1961 and succeeding crop years:

Corn-silage ---------- 1176
Peas, canning and freezing---- 1175

FEDERAL HOME LOAN BANK BOARD

Notices

Gulf Federal Savings and Loan Association; appointment of conservator ---------- 1219

FEDERAL MARITIME COMMISSION

Notices

Latin America/Pacific Coast Steamship Conference; agreement filed for approval-------- 1220

FEDERAL POWER COMMISSION

Notices

Signal Oil and Gas Co. et al.; hearing, etc---------- 1220

FEDERAL TRADE COMMISSION

Rules and Regulations

Prohibited trade practices:

A & R Agency, Inc., et al------ 1205
United Felt Co. and Arnold Willis---------- 1205

FOOD AND DRUG ADMINISTRATION

Rules and Regulations

Pesticide chemical tolerances; dichlobenil---------- 1175

Notices

Pesticide petitions:

Kenya Pyrethrum Co---------- 1214
McLaughlin Gormley King Co- 1214
Pittsburgh Plate Glass Co----- 1214

FOREIGN ASSETS CONTROL OFFICE

Notices

Hog bristles and raw and processed human hair; importation directly from Thailand; available certifications---------- 1211

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See also Food and Drug Administration.

Notices

Statements of organization, functions, and delegations of authority:

Food and Drug Administration---------- 1215
Office of Education---------- 1215
Supplementary medical insurance program, April 1968 through June 1969; statement of actuarial assumptions and bases employed in arriving at amount of standard premium rate----- 1215

INTERIOR DEPARTMENT

See also Land Management Bureau.

Notices

Statements of changes in financial interests:

Augustine, Edward T---------- 1213
Eisele, Loran A---------- 1213
Jones, Andrew Pat---------- 1213
Jones, Vivan B---------- 1213
Kennedy, George V---------- 1213
Llewellyn, Max R---------- 1213
Love, Carlos O---------- 1213
Madgett, John P---------- 1213
Shepperd, Samuel Riggs------ 1213
Simonds, Willard B---------- 1214
Wilder, Wilford D---------- 1214

INTERSTATE COMMERCE COMMISSION

Notices

Motor carrier temporary authority applications ---------- 1223

LAND MANAGEMENT BUREAU

Notices

California; termination of proposed withdrawal and reservation of lands---------- 1211
Idaho; offer of lands---------- 1211
Montana; townsites of Zortman and Landusky; opening for filing preemption claims-------- 1211
Nevada; public sale---------- 1212
New Mexico; proposed classification of public lands for multiple-use management---------- 1212

(Continued on next page)

NATIONAL BUREAU OF STANDARDS

Notices

NBS radio stations; standard frequency and time broadcasts 1214

PATENT OFFICE

Notices

President's Commission's recommendation concerning plant patents; request for comments 1214

SECURITIES AND EXCHANGE COMMISSION

Notices

Hearings, etc.:

Aqua-Chem, Inc., and Gulton Industries, Inc 1221
Broad Street Investing Corp 1222
Metropolitan Edison Co 1222
Santa Fe International, Inc 1223

TRANSPORTATION DEPARTMENT

See Federal Aviation Administration.

TREASURY DEPARTMENT

See Foreign Assets Control Office.

List of CFR Parts Affected

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1968, and specifies how they are affected.

3 CFR

Proclamations:

3279 (modified by Proc. 3823)	1171
3290 (see Proc. 3823)	1171
3328 (see Proc. 3823)	1171
3386 (see Proc. 3823)	1171
3389 (see Proc. 3823)	1171
3509 (see Proc. 3823)	1171
3531 (see Proc. 3823)	1171
3541 (see Proc. 3823)	1171
3693 (see Proc. 3823)	1171
3779 (see Proc. 3823)	1171
3794 (see Proc. 3823)	1171
3820 (see Proc. 3823)	1171
3823	1171

7 CFR

401 (2 documents)	1175, 1176
724	1177
729	1178
775	1180

Proposed Rules:

68	1209

9 CFR

73	1175

14 CFR

71	2002
73	2002
75	2002
385	1205

14 CFR—Continued

Proposed Rules:

71 (3 documents)	1209

16 CFR

13 (2 documents)	1205

21 CFR

120	1175

32 CFR

59	1206
136	1207

Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3823

MODIFYING PROCLAMATION 3279 ADJUSTING IMPORTS OF PETROLEUM AND PETROLEUM PRODUCTS

By the President of the United States of America

A Proclamation

WHEREAS, pursuant to section 2 of the act of July 1, 1954, as amended (72 Stat. 678), and section 232 of the Trade Expansion Act of 1962 (76 Stat. 877), findings and determinations have been made that adjustments in the imports of crude oil, unfinished oils, and finished products were necessary so that such imports would not threaten to impair the national security, such adjustments have been made by Proclamation 3279[1] (24 F.R. 1781) and modified by Proclamation 3290 (24 F.R. 3527), Proclamation 3328 (24 F.R. 10133), Proclamation 3386 (25 F.R. 13945), Proclamation 3389 (26 F.R. 507, 811), Proclamation 3509 (27 F.R. 11985), Proclamation 3531 (28 F.R. 4077), Proclamation 3541 (28 F.R. 5931), Proclamation 3693 (30 F.R. 15459), Proclamation 3779 (32 F.R. 5919), Proclamation 3794 (32 F.R. 10547), and Proclamation 3820 (32 F.R. 15701); and

WHEREAS, I find and determine that the provisions in Proclamation 3279, as amended, respecting allocations of imports into Puerto Rico and shipments from Puerto Rico to Districts I–IV should be made applicable with respect to District V, in the interests of effective administration in District V of the program established by that proclamation; and

WHEREAS, I find and determine that authority should be provided for the making of allocations based upon exports of finished products and petrochemicals without impairing the objectives of Proclamation 3279, as amended; and

WHEREAS, I find and determine that in view of the disruptions to petroleum supply and transport occasioned by the recent Middle East crisis, the Secretary of the Interior should be authorized to make certain adjustments with respect to allocations of imports and licenses for imports of crude oil, unfinished oils, and finished products; and

WHEREAS, imports of liquids derived from tar sands are in effect imports of petroleum, I find and determine that imports of such liquids should be subject to the provisions of Proclamation 3279, as amended:

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, acting under and by virtue of the authority vested in me by the Constitution and statutes, including section 232 of the Trade Expansion Act of 1962, do hereby proclaim that:

1. Effective with respect to the allocation period beginning April 1, 1968 paragraph (c) of section 2 of Proclamation 3279, as amended, is amended to read as follows:

(c) The Secretary, having taken into account the standards prescribed for allocation of imports of crude oil and unfinished oils into Puerto Rico, any actions taken pursuant to section 4, and shipments from Puerto Rico into Districts I–IV and into District V, shall establish for each allocation period a maximum level of imports into Puerto Rico of crude oil and unfinished oils which, in his judgment, is consonant with the objectives of this proclamation. The maximum level of imports of finished products into Puerto Rico for a particular allocation period shall be approximately the level of such imports during all or part of the calendar year 1958 as determined by the Secretary to be consonant with the purposes of this proclamation or such higher level as the Secretary may determine is required to meet a demand in Puerto Rico for finished products that would not otherwise be met.

---

[1] 3 CFR, 1959–63 Comp., p. 11.

2. Effective with respect to the allocation period beginning January 1, 1968 subparagraph (1) of paragraph (b) of section 3 of Proclamation 3279, as amended, is amended to read as follows:

(b) (1) With respect to the allocation of imports of crude oil and unfinished oils into Districts I–IV and into District V such regulations shall provide, to the extent possible, for a fair and equitable distribution among persons having refinery capacity in these districts in relation to refinery inputs (excluding inputs of crude oil or unfinished oils imported pursuant to clause (4) of paragraph (a) of section 1). The Secretary may by regulation also provide for the making of allocations of imports of crude oil and unfinished oils into Districts I–IV and into District V to persons having petrochemical plants in these districts in relation to the outputs of such plants or in relation to inputs to such plants (excluding inputs of crude oil or unfinished oils imported pursuant to clause (4) of paragraph (a) of section 1). Provision may be made in the regulations for the making of such allocations on the basis of graduated scales. Notwithstanding the levels prescribed in section 2 of this proclamation, the Secretary may also by regulation make such provisions as he deems consonant with the objectives of this proclamation for the making of allocations of imports of crude oil and unfinished oils into Districts I–IV and into District V to persons who manufacture from crude oil and unfinished oils (other than crude oil or unfinished oils imported pursuant to clause (4) of paragraph (a) of section 1) and who export finished products and petrochemicals, subject to such designations as the Secretary may make. Provision shall be made in the regulations for the gradual reduction of historical allocations made on the basis of the last allocations of imports of crude oil under the Voluntary Oil Import Program: *Provided*, That provision shall be made for a more rapid reduction of historical allocations based on allocations made under the Voluntary Oil Import Program which reflected imports of crude oil in the category now covered by clause (4) of paragraph (a) of section 1: *Provided further*, That the regulations shall provide that no further reduction shall be made in a historical allocation of the class mentioned in the preceding proviso if the reduction provided for the next allocation period would result in a reduced historical allocation which is smaller than an allocation for the same period would be if computed (for the purposes of comparison only) on the basis of a total of refinery inputs (of the holder of the historical allocation) which includes inputs of crude oil and unfinished oils imported pursuant to clause (4) of paragraph (a) of section 1.

3. Effective with respect to shipments made during the calendar year 1968 from Puerto Rico to District V, subparagraph (2) of paragraph (b) of section 3 of Proclamation 3279, as amended, is amended to read as follows:

(2) Such regulations shall provide for the allocation of imports of crude oil and unfinished oils into Puerto Rico among persons having refinery capacity in Puerto Rico in the calendar year 1964 on the basis of estimated requirements, acceptable to the Secretary, of each such person for crude oil and unfinished oils. The regulations shall provide also that if, during a period comprising the same number of months as an allocation period and ending three months before the beginning of the allocation period, any such person ships to Districts I–IV or to District V unfinished oils or finished products (other than residual fuel oil to be used as fuel) or sells unfinished oils or finished products (other than residual fuel oil to be used as fuel) which are shipped to Districts I–IV or to District V in excess of the volume of unfinished

oils or finished products (other than residual fuel oil to be used as fuel) which he so shipped or which he sold and were so shipped during the year 1965, the person's allocation for the next allocation period shall be reduced by the amount of the excess. In addition, the Secretary may provide by regulation for the making, in instances in which the Secretary determines that such action would not impair the accomplishment of the objectives of this proclamation, of allocations of imports of crude oil and unfinished oils into Puerto Rico to persons as feedstocks for facilities which will be established or for the operation of facilities which are established and which in the judgment of the Secretary will promote substantial expansion of employment in Puerto Rico through industrial development, and such regulations shall provide for the imposition of such conditions and restrictions upon such allocations as the Secretary may deem necessary to assure that any imports so allocated are used for the purposes for which an allocation is made and that the holder of such an allocation fulfills commitments made in connection with the making of the allocation.

4. Effective with respect to the allocation period beginning January 1, 1968 a new subparagraph (6), reading as follows, is added to paragraph (b) of section 3 of Proclamation 3279, as amended:

(6) Because of disruptions in petroleum transport and supply resulting from recent actions in the Middle East, the Secretary is authorized to provide that persons who did not fully utilize licenses to import crude oil and unfinished oils which were issued under allocations made in Districts I–IV and in District V for the allocation period January 1, 1967 through December 31, 1967 may utilize such licenses during the calendar years 1968 and 1969 and that persons who did not fully utilize licenses to import finished products other than residual fuel oil to be used as fuel which were issued under allocations made in Districts I–IV and in District V for the allocation period January 1, 1967 through December 31, 1967 may utilize such licenses during the calendar year 1968, and notwithstanding the levels established in section 2 of this proclamation, the Secretary is authorized to make such adjustments in allocations of imports of crude oil, unfinished oils, and finished products as he deems necessary.

5. Effective with respect to the allocation period beginning January 1, 1968 paragraph (f) of section 9 of Proclamation 3279, as amended, is amended to read as follows:

(f) "crude oil" means crude petroleum as it is produced at the wellhead and liquids (under atmospheric conditions) that have been recovered from mixtures of hydrocarbons which existed in a vaporous phase in a reservoir and that are not natural gas products and the initial liquid hydrocarbons produced from tar sands.

6. Effective with respect to the allocation period beginning January 1, 1968 a new paragraph (i), reading as follows, is added to section 9 of Proclamation 3279, as amended:

(i) As used in paragraph (g) and paragraph (h) of this section, the term "petroleum oils" includes liquid hydrocarbons derived from crude oil.

IN WITNESS WHEREOF, I have hereunto set my hand this 29th day of January in the year of our Lord nineteen hundred and sixty-eight and of the Independence of the United States of America the one hundred and ninety-second.

Lyndon B Johnson

[F.R. Doc. 68-1239; Filed, Jan. 29, 1968; 11:32 a.m.]

Rules and Regulations

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 73—SCABIES IN CATTLE

Areas in Washington Quarantined Because of Scabies

Pursuant to sections 1 and 3 of the Act of March 3, 1905, 33 Stat. 1264–1265, as amended, sections 4 and 5 of the Act of May 29, 1884, 23 Stat. 32, as amended, sections 1 and 2 of the Act of February 2, 1903, 32 Stat. 791–792, as amended, and sections 3 and 11 of the Act of July 2, 1962, 76 Stat. 130, 132 (21 U.S.C. 111–113, 120, 121, 123, 125, 134b, 134f), the provisions in Part 73, Title 9 Code of Federal Regulations, as amended, are hereby further amended by changing § 73.1a to read as follows:

§ 73.1a Notice and quarantine.

Notice is hereby given that cattle in certain portions of the State of Washington specified below are affected with scabies, a contagious, infectious, and communicable disease; and, therefore, the following areas in such State are hereby quarantined because of said disease:

(a) Benton County.
(b) Yakima County.
(c) Grant County.

Effective date. The foregoing amendment shall become effective upon issuance.

The amendment releases from quarantine Klickitat County in Washington heretofore quarantined because of cattle scabies. Hereafter, the restrictions pertaining to the interstate movement of cattle from quarantined areas, contained in 9 CFR Part 73, as amended, will not apply to such county. However, the restrictions pertaining to such movement from nonquarantined areas, contained in this part will apply thereto.

The amendment relieves certain restrictions presently imposed, and must be made effective immediately to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and unnecessary, and the amendment may be made effective less than 30 days after publication in the FEDERAL REGISTER

(Secs. 1, 3, 33 Stat. 1264–1265, as amended, secs. 4, 5, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791–792, as amended, secs. 3, 11, 76 Stat. 130, 132; 21 U.S.C. 111–113, 120, 121, 123, 125, 134b, 134f; interpret or apply secs. 2, 4, 33 Stat. 1264–1265, as amended, secs. 6, 7, 23 Stat. 32, as amended; 21 U.S.C. 115, 117, 124, 126; 29 F.R. 16210, as amended)

Done at Washington, D.C., this 24th day of January 1968.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 68-1121; Filed, Jan. 29, 1968; 8:48 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 120—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Dichlobenil

A petition (PP 6F0500) was filed with the Food and Drug Administration by the Thompson-Hayward Chemical Co., Kansas City, Kans. 66110, proposing the establishment of tolerances for residues of the herbicide dichlobenil (2,6-dichlorobenzonitrile) at 0.1 pare per million and its metabolite 2,6-dichlorobenzoic acid at 0.5 part per million in or on the raw agricultural commodities: Apples, avocados, blackberries, blueberries, cherries, citrus, cranberries, grapes, mangoes, peaches, pears, plums, and raspberries.

Subsequently, the petitioner changed the tolerance level requested to 0.15 part per million for the combined residues of dichlobenil and its metabolite 2,6-dichlorobenzoic acid in or on the aforementioned commodities.

The Secretary of Agriculture has certified that this pesticide chemical is useful for the purposes for which the tolerances are being established.

Based on consideration given the data submitted in the petition, and other relevant material, the Commissioner of Food and Drugs concludes that the tolerances established by this order will protect the public health. Therefore, by virtue of the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2)) and delegated by him to the Commissioner (21 CFR 2.120), Part 120 is amended by adding to Subpart C the following new section:

§ 120.231 Dichlobenil; tolerances for residues.

Tolerances are established for the combined negligible residues of the herbicide dichlobenil (2,6-dichlorobenzonitrile) and its metabolite 2,6-dichlorobenzoic acid in or on the raw agricultural commodities: Apples, avocados, blackberries, blueberries, cherries, citrus, cranberries, grapes, mangoes, peaches, pears, plums (fresh prunes), and raspberries at 0.15 part per million.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2))

Dated: January 19, 1968.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 68-1115; Filed, Jan. 29, 1968; 8:47 a.m.]

Title 7—AGRICULTURE

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

[Amdt. 101]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

CANNING AND FREEZING PEA ENDORSEMENT IN UTAH AND CARIBOU AND FRANKLIN COUNTIES, IDAHO

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1968 crop year in the following respects:

1. The portion of the table following paragraph (a) of § 401.3 of this chapter under the heading "Canning and Freezing Peas" is amended effective beginning with the 1968 crop year to read as follows:

§ 401.3 Application for insurance.

(a) * * *

(Closing Dates)

CANNING AND FREEZING PEAS

Minnesota and Wisconsin	Apr. 15
Utah	Mar. 31
Idaho:	
Caribou and Franklin Counties	Mar. 31
All other Idaho Counties	Mar. 1
All other States	Mar. 1

* * * * *

2. The heading and that portion of § 401.38 preceding section 1 of the canning and freezing pea endorsement is amended effective beginning with the 1968 crop year to read as follows:

§ 401.38 The canning and freezing pea endorsement (applicable in all counties and States except Minnesota, Utah, and Wisconsin, and Caribou and Franklin Counties, Idaho).

The canning and freezing pea endorsement (applicable in all counties and States except Minnesota, Utah, and Wisconsin, and Caribou and Franklin Counties, Idaho) is as follows:

* * * * *

3. The heading and that portion of § 401.46 preceding section 1 of the canning and freezing pea endorsement is amended effective beginning with the 1968 crop year to read as follows:

§ 401.46 The canning and freezing pea endorsement (applicable only in Utah, and Caribou and Franklin Counties, Idaho).

The canning and freezing pea endorsement (applicable only in Utah, and Caribou and Franklin Counties, Idaho) for the 1968 and succeeding crop years is as follows:

* * * * *

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on January 22, 1968.

[SEAL] EARLL H. NIKKEL,
Secretary,
Federal Crop Insurance Corporation.

Approved: January 25, 1968.

JOHN A. SCHNITTKER,
Under Secretary.

[F.R. Doc. 68-1125; Filed, Jan. 29, 1968; 8:48 a.m.]

[Amdt. 103]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

CORN-SILAGE ENDORSEMENT

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1968 crop year in the following respects.

The following section is added:

§ 401.47 The corn-silage endorsement (provides insurance on corn normally regarded as silage or field corn and is applicable only in those counties where a production guarantee in tons of silage per acre is shown on the county actuarial table).

The provisions of the corn-silage endorsement which shall be applicable in all counties where a production guarantee in tons of silage per acre is shown on the county actuarial table is as follows:

1. *Causes of loss insured against.* The insurance provided is against unavoidable loss of production due to wildlife, insect infestation, plant disease, earthquake, drought, flood, hail, wind, frost, freeze, lightning, fire, excessive rain, snow, hurricane, tornado, and any other unavoidable cause of loss due to adverse weather conditions, subject however, to any exceptions, exclusions or limitations with respect to such causes of loss that are set forth in the county actuarial table.

2. *Insured crop.* The crop insured under this endorsement shall be all corn normally regarded as silage or field corn. Insurance shall not attach on acreage on which it is determined by the Corporation that the corn is planted for the development of hybrid seed.

3. *Production guarantee and price.* (a) The provisions of section 3 of the policy with respect to guaranteed production and amounts of insurance per acre shall not be applicable under this endorsement. For each crop year of the contract the production guarantee, and the price at which indemnities shall be computed shall be those established by the Corporation and shown on the county actuarial table (hereinafter called "the actuarial table").

(b) The production guarantee per acre shown on the actuarial table shall be increased by 1 ton for any acreage harvested for silage by September 30 on which the amount of silage harvested is 1 or more tons per acre.

(c) At the time the application for insurance is made the applicant shall elect a price per ton at which indemnities shall be computed from among those shown on the actuarial table. If the insured has not elected a price or the price elected is a price not shown on the actuarial table for the crop year, the price which shall be applicable under the contract, and which the insured is deemed to have elected, shall be the price provided on the actuarial table for such purposes. The insured may with the consent of the Corporation make a new price election for any crop year at any time before the closing date for filing applications for that crop year.

4. *Insurance period.* For each crop year of the contract, insurance attaches on any insured acreage at the time of planting and as to any such acreage shall cease on final adjustment of a loss, or upon harvest, or September 30, whichever first occurs.

5. *Claims for loss.* In lieu of section 11(c) of the policy, the following shall apply: Losses shall be determined separately for each insurance unit (hereinafter called "unit"). The amount of loss with respect to any unit shall be determined by (1) multiplying the insured acreage of corn on the unit by the applicable production guarantee per acre, which product shall be the production guarantee for the unit, (2) subtracting therefrom the total production to be counted for the unit, (3) multiplying the remainder by the insured interest, and (4) multiplying the result obtained in (3) by the applicable price per ton for computing indemnities: *Provided,* That if for the unit the insured fails to report all of his interest or insurable acreage the amount of loss shall be determined with respect to all of his interest and insurable acreage, but in such cases or otherwise, if the premium computed on the basis of the insurable acreage and interest exceeds the premium on the reported acreage and interest, or the acreage and interest when determined by the Corporation under section 2 of the policy, the amount of loss shall be reduced proportionately.

The total production to be counted for any unit shall be determined by the Corporation and, subject to the provisions hereinafter, shall include all production harvested as silage and any appraisals made by the Corporation for unharvested, or potential production, acreage harvested for grain, poor farming practices, uninsured causes of loss, or for acreage abandoned or put to another use without the consent of the Corporation: *Provided,* That the total production to be counted on any acreage of corn (1) which, with the consent of the Corporation, is planted in the current crop year, before harvest becomes general, to any other crop (excluding small grain crops normally maturing for harvest in the following calendar year) insurable under the regulations of the Corporation, shall be 50 percent of the production guarantee for such acreage or the appraised production whichever is greater; (2) which is unharvested or from which the production harvested as silage is less than one ton per acre shall be the appraised production and the harvested production in excess of one ton per acre, except as to the acreage referred to in the following items (3) and (4); (3) which is abandoned or put to another use without prior written consent of the Corporation shall be the production guarantee provided for such acreage; or (4) which is damaged solely by an uninsured cause shall be not less than the production guarantee provided for such acreage. The production on any insured acreage which is not harvested for silage by September 30 shall be appraised by the Corporation on the basis of the tons of silage per acre the Corporation determines would have been produced had the acreage been harvested for silage by September 30: *Provided,* That in lieu of such appraisal the Corporation may use the average tons of silage per acre obtained from acreage harvested for silage on the unit.

6. *Meaning of terms.* For the purposes of insurance on corn the terms:

(a) "Harvest" means cutting the corn for silage by September 30.

(b) "Insurance unit," notwithstanding section 21(g) of the policy, means the insurable acreage of corn in the county in which (1) one person at the time of planting has the entire interest in the crop, or (2) the same two or more persons at the time of planting have the entire interest in the crop: *Provided, however,* The Corporation and the insured may agree in writing before insurance attaches in any crop year to divide the insured's insurable acreage of corn in the county into two or more units, taking into consideration separate and distinct farm operations.

7. *Cancellation and termination for indebtedness dates.* For each crop year of the contract the cancellation date shall be the December 31 and the termination date for indebtedness shall be the April 30 immediately preceding the beginning of the crop year for which the cancellation or the termination is to become effective.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on January 22, 1968.

[SEAL] EARLL H. NIKKEL,
Secretary,
Federal Crop Insurance Corporation.

Approved: January 25, 1968.

JOHN A. SCHNITTKER,
Under Secretary.

[F.R. Doc. 68-1124; Filed, Jan. 29, 1968; 8:48 a.m.]

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 724—BURLEY, FLUE CURED, FIRE-CURED, DARK AIR-CURED, VIRGINIA SUN-CURED, CIGAR-BINDER (TYPES 51 AND 52), CIGAR-FILLER AND BINDER (TYPES 42, 43, 44, 53, 54, AND 55), AND MARYLAND TOBACCO

Subpart—Determinations and Announcements for 1968 New and Old Farm Allotments for Cigar-Binder (Types 51 and 52), and Cigar-Filler and Binder (Types 42, 43, 44, 53, 54, and 55) Tobacco for 1968–69 Marketing Year

Basis and purpose. Sections 724.2 and 724.3 are issued pursuant to, and in accordance with, the Agricultural Adjustment Act of 1938, as amended, hereinafter referred to as the "Act", to determine the reserve supply level and the total supply of cigar-binder (types 51 and 52), and cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco for the marketing year beginning October 1, 1967; to announce for the 1968–69 marketing year the amounts of the national marketing quotas, national acreage allotments, national acreage factors for apportioning the national acreage allotments (less reserves) to old farms, and the amounts of the national reserves and parts thereof available for (a) new farms and (b) making corrections and adjusting inequities in old farm allotments for cigar-binder (types 51 and 52) tobacco and cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco. The determinations contained in §§ 724.2 and 724.3 have been made on the basis of the latest available statistics of the Federal Government, and after due consideration of data, views, and recommendations received from cigar-binder (types 51 and 52) and cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco producers and others as provided in a notice (32 F.R. 16043) given in accordance with the provisions of 5 U.S.C. 553.

It is determined that acreage-poundage quotas for cigar-binder (types 51 and 52) and cigar-filler and binde r(types 42, 43, 44, 53, 54, and 55) tobacco will not be announced for the 1968–69 marketing year. Since cigar-binder (types 51 and 52) and cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco farmers are now making their plans for producing tobacco in 1968 and need to know, at the earliest possible date, the 1968 cigar-filler (types 51 and 52) and cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco allotments for their farms, it is hereby found that compliance with the 30-day effective date provision of 5 U.S.C. 553 is impracticable and contrary to the public interest. Therefore, the determinations and announcements contained herein shall become effective upon the date of filing with the Director, Office of the Federal Register.

Sec.
724.2 Determinations and announcements with respect to the national marketing quota for cigar-binder (types 51 and 52) tobacco for the marketing year beginning October 1, 1968.
724.3 Determinations and announcements with respect to the national marketing quota for cigar-filler and cigar-binder (types 42, 43, 44, 53, 54, and 55) tobacco for the marketing year beginning October 1, 1968.

AUTHORITY: The provisions of this subpart issued under secs. 301, 312, 313, 375, 52 Stat. 38, as amended; 46, as amended; 47, as amended; 66, as amended; 7 U.S.C. 1301, 1312, 1313, 1375.

§ 724.2 Determinations and announcements with respect to the national marketing quota for cigar-binder (types 51 and 52) tobacco for the marketing year beginning October 1, 1968.

(a) *Reserve supply level.*[1] The reserve supply level for cigar-binder (types 51 and 52) tobacco is 19.4 million pounds, calculated, as provided in the Act, from a normal year's domestic consumption of 5.7 million pounds and a normal year's exports of 1.7 million pounds.

(b) *Total supply.*[1] The total supply of cigar-binder (types 51 and 52) tobacco for the marketing year beginning October 1, 1967, calculated in accordance with the Act, is 19.3 million pounds, consisting of carryover of 16.4 million pounds and estimated 1967 production of 2.9 million pounds.

(c) *Carryover.*[1] The estimated carryover of cigar-binder (types 51 and 52) tobacco at the beginning of the marketing year for such tobacco beginning October 1, 1968, calculated in accordance with the Act, is 12.3 million pounds, calculated by subtracting the estimated disappearance for the marketing year beginning October 1, 1967, of 7 million pounds from the total supply of such tobacco.

(d) *National marketing quota.*[1] The amount of cigar-binder (types 51 and 52) tobacco which will make available during the marketing year beginning October 1, 1968, a supply of such tobacco equal to the reserve supply level of such tobacco is 7.1 million pounds, and a national marketing quota of such amount is hereby announced. It is determined, however, that a national marketing quota in the amount of 7.1 million pounds would result in undue restriction of marketings during the 1968–69 marketing year and such amount is hereby increased by 20 percent. Therefore, the amount of the national marketing quota for cigar-binder (types 51 and 52) tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1968, is 8.5 million pounds.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by dividing the national marketing quota for the 1968–69 marketing year by the 5-year, 1963–67, national average yield of 2,015 pounds, is 4,218.36 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments for the 1968–69 marketing year is 1. It was calculated in accordance with the Act by dividing the national acreage allotment, less reserve, by the total of the 1968 preliminary allotments for 1968 old farms.

(g) *National reserve.* The national acreage reserve is 42.18 acres, of which 10 acres are made available for 1968 new farms, and 32.18 acres are made available for making corrections and adjusting inequities in old farm allotments.

§ 724.3 Determinations and announcements with respect to the national marketing quota for cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco for the marketing year beginning October 1, 1968.

(a) *Reserve supply level.*[1] The reserve supply level for cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco is 85.4 million pounds, calculated, as provided in the Act, from a normal year's domestic consumption of 29 million pounds and a normal year's exports of 0.9 million pounds.

(b) *Total supply.*[1] The total supply of cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco for the marketing year beginning October 1, 1967, calculated in accordance with the Act, is 84.1 million pounds, consisting of carryover of 65.6 million pounds and estimated 1967 production of 18.5 million pounds.

(c) *Carryover.*[1] The estimated carryover of cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco at the beginning of the marketing year for such tobacco beginning October 1, 1968, calculated in accordance with the Act, is 57.3 million pounds, calculated by subtracting the estimated disappearance for the marketing year beginning October 1, 1967, of 26.8 million pounds from the total supply of such tobacco.

(d) *National marketing quota.*[1] The amount of cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco which will make available during the marketing year beginning October 1, 1968, a supply of such tobacco equal to the reserve supply level of such tobacco is 28.1 million pounds, and a national marketing quota of such amount is hereby announced. It is determined, however, that a national marketing quota in the amount of 28.1 million pounds would result in undue restriction of marketings during the 1968–69 marketing year and such amount is hereby increased by 20 percent. Therefore, the amount of the national marketing quota for cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1968, is 33.7 million pounds.

---

[1] Rounded to the nearest tenth of a million pounds.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by divinding the national marketing quota for the 1968–69 marketing year by the 5-year, 1963–67, national average yield of 1,734 pounds, is 19,434.83 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments for the 1968–69 marketing year is 1. It was calculated in accordance with the Act by dividing the national acreage allotment, less reserve, by the total of the 1968 preliminary allotments for 1968 old farms.

(g) *National reserve.* The national acreage reserve is 194.34 acres, of which 25 acres are made available for 1968 new farms, and 169.34 acres are made available for making corrections and adjusting inequities in old farm allotments.

Effective date: Date of filing of this document with the Director, Office of the Federal Register.

Signed at Washington, D.C., on January 24, 1968.

JOHN A. SCHNITTKER,
Acting Secretary.

[F.R. Doc. 68-1122; Filed, Jan. 29, 1968; 8:48 a.m.]

[Amdt. 13]

PART 729—PEANUTS

Subpart—Allotment and Marketing Quota Regulations for Peanuts of the 1963 and Subsequent Crops

MISCELLANEOUS AMENDMENTS

Basis and purpose. The amendment contained herein is issued pursuant to the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq.), to amend the allotment and marketing quota regulations for peanuts of the 1963 and subsequent crops (27 F.R. 11920, as amended).

The purpose of this amendment is to establish the terms and conditions applicable to transfers of peanut farm allotments to take effect during the 1968 and 1969 crop years in accordance with section 358a of the act (Public Law 90–211, approved Dec. 18, 1967). Notice of intention to formulate the amendment herein was published in the FEDERAL REGISTER of January 4, 1968 (33 F.R. 77), conditioned upon a determination that transfers of peanut farm allotments would not impair the effective operation of the peanut marketing quota or price-support program. No data, views, or recommendations were received pursuant to such notice. In order that farmers may make plans for 1968 transfers of peanut farm allotments, it is essential that this amendment be made effective as soon as possible. Accordingly, it is hereby determined and found that compliance with the 30-day effective date requirement of 5 U.S.C. 553 is impracticable and contrary to the public interest and this amendment shall become effective upon filing of this document with the Director, Office of the Federal Register.

The regulations are amended as follows:

§ 729.1455 [Amended]

1. Section 729.1455(b) is amended by deleting the last sentence thereof.

§ 729.1456 [Deleted]

2. Section 729.1456 is deleted and the section number is reserved.

3. After § 729.1481, a center heading and new sections are added to read as follows:

TRANSFERS OF FARM ALLOTMENTS

§ 729.1482 Authorization of and general explanation of transfers of farm allotments for 1968 and 1969 under section 358a of the act.

(a) *Authorization of transfers.* It is hereby determined and found that transfers of peanut acreage allotments to take effect during the 1968 and 1969 crop years in accordance with the provisions of section 358a of the act will not impair the effective operation of the peanut marketing quota or price support programs. Accordingly, such transfers of allotment shall be permitted in accordance with the provisions of this section and § 729.1483.

(b) *General explanation.* Three types of transfers of farm allotments within the same county to take effect during the 1968 and 1969 crop years are permitted in accordance with the terms and conditions in § 729.1483. Transfers by sale would be permanent transfers of allotment and related acreage history and marketing quota. Transfers by lease would be temporary for the term of the lease not to exceed 5 years. Transfers by owner would be made from a farm owned by him to another farm in the same county owned or controlled by him on a permanent basis or on a temporary basis not to exceed 5 years. The receiving farm need not be an old farm but the total allotment transferred to the receiving farm during 1968 and 1969, in the case of sale and lease transfers but not in the case of transfers by owner on a permanent or temporary basis, shall not exceed 50 acres.

§ 729.1483 Terms and conditions applicable to transfers under section 358a of the act.

(a) *Persons eligible to file applications for transfer*—(1) *Sale or lease.* The owner and operator of any old farm as defined in § 729.1412 for which a peanut farm allotment is or will be established for the year in which the transfer by sale or lease is to take effect (1968–69) shall be eligible to file an application for sale or lease of all or any part of such allotment to any other owner or operator of a farm in the same county. The receiving farm need not be an old farm. If the owner and operator of the farm from which transfer by sale or lease is to be made are different persons, both such persons shall execute the application.

(2) *By owner.* The owner of any old farm as defined in § 729.1412 for which a peanut farm allotment is or will be established for the year in which the transfer is to take effect (1968–69) is eligible to file an application to transfer such allotment from the farm to another farm in the same county owned or controlled by such owner. The county committee shall approve a transfer under this subparagraph requested on a nonpermanent basis to a farm controlled but now owned by the applicant only if such applicant will be the operator of the farm to which transfer is to be made for each of the years for which the transfer is requested. However, if the county committee determines that the applicant is prevented from remaining the operator of such farm for which such transfer has been approved due to conditions beyond his control, the transfer shall remain in effect. Conditions beyond his control shall include, but are not limited to, death, illness, incompetency, or bankruptcy of such person.

(b) *When applications to be filed.* Applications for transfers to take effect during 1968 shall be filed during the period December 18, 1967, to April 1, 1968, both dates inclusive. Applications for transfers to take effect during 1969 shall be filed during the period October 1, 1968, to April 1, 1969, both dates inclusive. The final date for each such period may be extended by the State committee, with the approval of the Deputy Administrator, to a date not later than the close of the normal planting period for the State or area.

(c) *Where to file applications.* Applications shall be filed with the county committee of the county where the farm is administratively located.

(d) *Maximum period of transfer by lease or by owner on a temporary basis.* No application for transfer by lease or by owner on a temporary basis shall be for a period of years in excess of 5 years.

(e) *Productivity Adjustments*—(1) *Reduction in farm allotments being transferred.* The county committee shall determine a normal yield per acre, in accordance with the provisions of § 729.1455, for each farm from which, and for each farm to which, a peanut acreage allotment or any part thereof is transferred. If the normal yield for the farm to which transfer is made for the year the transfer is to take effect exceeds the normal yield for the farm from which the transfer is made for the year the transfer is to take effect by more than 10 percent, the allotment so transferred shall be reduced for differences in farm productivity. The county committee shall determine the amount of allotment to be transferred by sale, lease, and by owner, where productivity adjustment is required under this paragraph as follows: (i) Multiply the normal yield established for the farm from which the allotment is being transferred by the acreage being transferred, then (ii) divide the result by the normal yield established for the farm to which the allotment is transferred. The amount of allotment so transferred from a farm shall be the full amount and the amount of allotment so transferred to a farm shall be the reduced amount. In the case of temporary transfers of allotment for 1 or more years by lease or by owner, the productivity adjustment and amount of allotment so transferred shall be redetermined by the county committee each year the transfer remains in effect.

(2) *Downward allotment adjustment because of irrigation.* If the county committee so determines, in the event an allotment is transferred to a farm which at the time of such transfer is not irrigated, but within 5 years subsequent to such transfer is placed under irrigation, it shall make an annual downward adjustment in the allotment so transferred by multiplying the normal yield established for the farm from which the allotment is transferred by the acreage being transferred and dividing the result by the actual yield per acre for the previous year, adjusted for abnormal weather conditions, on the farm to which the allotment is transferred.

(3) *No reduction in National or State allotment.* The adjustment made in any peanut allotment because of the transfer to a higher producing farm shall not reduce or increase the size of any future National or State allotment and an acreage equal to the total of all such adjustments shall not be allotted to any other farms.

(4) *Adjustment in farm history acreage.* The farm history acreage for the immediately preceding 5 years on farms from which and to which permanent transfers of allotment are made shall be adjusted by the county committee for each of the base years to correspond with the amount of allotment transferred between the farms. In the case of temporary transfers of allotment for 1 or more years by lease or by owner, there shall be no reduction in farm history acreage on the farm from which the transfer is made and no farm history acreage shall be transferred to the receiving farm.

(f) *Sale or lease transfers—limit on amount of acreage transferred.* The total peanut allotment transferred by sale or lease, or both, to any farm shall not exceed the smaller of:

(1) The available cropland on the farm; or

(2) 50 acres.

The available cropland on the farm for the current year for purposes of such transfers shall be the total cropland as defined in Part 719 of this chapter, on the farm less the total of the allotments, feed grain base, and sugar proportionate shares established for the farm for the current year. Producers wishing to transfer peanut allotment to a farm may choose to reduce the feed grain base, sugar proportionate share, or other allotments on the farm to the extent necessary to meet the requirements of this section. If the farm to which allotment is to be transferred is made up of two or more separately owned tracts, each separately owned tract shall be considered a farm for the purpose of applying the limitations under this paragraph. In the case of farms consisting of separately owned tracts, such tracts shall not be considered a farm for purposes of computing the 50-acre limitation in any case where the county committee, with the approval of a representative of the State committee, determines that an owner of a tract has an ownership interest in one or more of the other tracts by reason of ownership of stock in a corporate owner of such other tract, or by reason of membership as a partner in a partnership owner of such other tract, or the owner of a tract is a member of the same family living in the same household and the other tract is owned by another member of such family.

(g) *No transfer of reapportioned acreage.* No transfer of allotment shall be made of allotment reapportioned to a farm.

(h) *No transfer of new farm allotment.* No transfer of allotment shall be made from a farm which received a new farm allotment in the current year or within the three immediately preceding crop years.

(i) *No permanent transfers by sale or by owner from farms to which transfer by sale or by owner within 3 years.* No permanent transfer by sale or by owner shall be made from any farm to which allotment was transferred by sale or by owner within the three immediately preceding crop years.

(j) *Transfer of pooled allotments.* Allotments established for a farm as pooled allotment under Part 719 of this chapter may be transferred.

(1) On a permanent basis during the 3-year life of the pooled allotment, or

(2) On a temporary basis for a term of years not to exceed the remaining number of crops years of such 3-year period.

(k) *Consent of lienholder.* No transfer of allotment shall be made from a farm subject to a mortgage or other lien unless the transfer is agreed to in writing by the lienholder.

(l) *New farm eligibility.* Any farm from which the entire farm allotment is transferred shall not be eligible for a new farm peanut allotment during the 5 years following the year in which such transfer is made.

(m) *Farms in conservation programs.* Transfers from a farm covered by a conservation reserve contract, cropland conversion agreement, cropland adjustment agreement, or other similar land utilization agreement shall be made subject to an appropriate adjustment in the rates of payment under such contract or agreement but no adjustment shall be made in such contract or agreements on the farm to which a transfer is made.

(n) *Subleasing prohibited.* No transfer by lease shall be made from a farm receiving allotment under a transfer by lease for the term of the latter lease.

(o) *Limitation on transfers to and from a farm in the same year.* No transfer of allotment for any year shall be made:

(1) From a farm receiving allotment by transfer for such year; or

(2) To a farm which had allotment transferred from it for such year.

(p) *Transfer of acreage history and marketing quota.* Transfer of allotment on a permanent basis shall have the effect of transferring the acreage history and marketing quota attributable to such allotment and in the case of a temporary transfer which has expired, the transferred allotment shall be considered for purposes of establishing future allotments to have been planted on the farm from which such allotment was transferred.

(q) *Liability of operators of farms receiving transferred acreage by lease.* The acreage allotment for a farm determined after transfer by lease shall be the allotment for such farm for the current year only for the purposes of determining:

(1) Excess acreage;

(2) The amount of penalty to be collected on marketings of excess peanuts;

(3) Eligibility for price support; and

(4) The farm marketing quota and the percentage reduction for a violation in the allotment for the farm (see § 729.1434). Such percentage reduction determined as applicable when the violation occurred shall be applied to the allotment being reduced prior to any transfer of allotment by lease.

(r) *Farm in violation.* The maximum acreage that can be transferred from a farm is the effective allotment for the current year. If a violation on the transferring farm is determined after the transfer but the operator of the receiving farm was not involved in the violation, the allotment so transferred shall not be subject to a reduction: *Provided,* That if the transfer was by lease, when the allotment is restored to the transferring farm the allotment reduction shall be effected.

(s) *Federally owned land.* No transfer by sale or lease of peanut farm allotment shall be made from any land owned by the United States, or any agency or instrumentality wholly owned by the United States.

(t) *Acreage apportioned to farms for types in short supply.* Acreage apportioned to farms for types in short supply pursuant to § 729.1437 shall not be transferred by sale or by owner on a permanent basis but such acreage may be transferred by lease or by owner for the current year only. Applications for transfer of all or part of the effective allotment from farms receiving such acreage under this paragraph shall be filed during the period prescribed under paragraph (b) of this section except that the closing date for such filing shall be the later of (1) the closing date prescribed under paragraph (b) of this section, or (2) 15 days after the date of mailing of notice of additional acreage allotment under § 729.1437.

(u) *County committee action*—(1) *Approval of transfers.* The county committee shall approve transfers of allotment only if it determines that a timely filed application has been received and that the transfer complies with the requirements of this section. No transfers shall be effective until approval as provided under this paragraph is obtained.

(2) *Notice of revised allotments.* The county committee shall issue revised notices of farm allotment for each farm affected by the transfer of allotment.

(3) *Cancellation of transfers.* If the county committee determines that the conditions applicable to any transfer of allotments under this section have not been met, the county committee shall cancel the agreement and issue revised notice of allotment showing the reasons for cancellation.

(4) *Withdrawal or minor revisions.* Where the county committee determines that it is clearly in the best interest of all the producers and that effective operation of the program will not be impaired, the county committee may permit withdrawal or minor revisions of transfers upon written request by all parties to the transfer, provided that: (i) Temporary transfers may be withdrawn or revised during any year of the agreement before peanuts are planted, and (ii) permanent transfers may be withdrawn or revised only during the first year of the agreement before peanuts are planted.

(Secs. 358, 358a, 359, 375, 55 Stat. 88, as amended, 81 Stat. 658, 55 Stat. 90, as amended, 52 Stat. 66, as amended, 7 U.S.C. 1358, 1358a, 1359, 1375)

Effective date: Date of filing with the Director, Office of the Federal Register.

Signed at Washington, D.C., on January 24, 1968.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 68-1123; Filed, Jan. 29, 1968; 8:48 a.m.]

SUBCHAPTER C—SPECIAL PROGRAMS

[Amdt. 9]

PART 775—FEED GRAINS

Subpart—1966 Through 1969 Feed Grain Program Regulations

COUNTY PROJECTED YIELDS AND COUNTY RATES

Section 775.427 of the regulations governing the 1966–69 Feed Grain Program, 31 F.R. 8339, as amended, is hereby further amended by adding a new paragraph (c) to read as follows:

§ 775.427 County projected yields and county rates.

* * * * *

(c) County projected yields and county rates for determining diversion payments for the 1968 crops of corn and grain sorghum are as follows:

ALABAMA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Autauga	44.2	1.51	27.4	1.23
Baldwin	51.1	1.51	31.7	1.23
Barbour	42.1	1.51	27.6	1.23
Bibb	44.5	1.51	30.1	1.23
Blount	47.1	1.51	29.3	1.23
Bullock	38.3	1.51	27.7	1.23
Butler	41.6	1.51	24.7	1.23
Calhoun	47.2	1.51	28.4	1.23
Chambers	34.4	1.51	26.5	1.23
Cherokee	52.2	1.51	29.1	1.23
Chilton	44.0	1.51	27.9	1.23
Choctaw	39.0	1.51	26.1	1.23
Clarke	39.9	1.51	26.8	1.23
Clay	35.1	1.51	27.6	1.23
Cleburne	41.8	1.51	28.1	1.23
Coffee	39.2	1.51	26.1	1.23
Colbert	45.3	1.51	28.1	1.23
Conecuh	40.5	1.51	23.8	1.23
Coosa	36.4	1.51	27.3	1.23
Covington	39.9	1.51	27.0	1.23
Crenshaw	41.2	1.51	27.3	1.23
Cullman	51.5	1.51	28.1	1.23
Dale	40.5	1.51	25.9	1.23
Dallas	41.3	1.51	28.0	1.23
De Kalb	53.6	1.51	29.7	1.23
Elmore	39.8	1.51	26.5	1.23
Escambia	41.6	1.51	27.4	1.23
Etowah	47.0	1.51	27.3	1.23
Fayette	46.8	1.51	29.9	1.23
Franklin	45.4	1.51	30.5	1.23
Geneva	41.0	1.51	24.8	1.23
Greene	40.4	1.51	25.0	1.23
Hale	34.6	1.51	25.7	1.23
Henry	42.9	1.51	26.8	1.23
Houston	41.2	1.51	27.3	1.23
Jackson	51.6	1.51	30.4	1.23
Jefferson	43.8	1.51	27.5	1.23
Lamar	41.2	1.51	29.2	1.23
Lauderdale	44.0	1.51	30.3	1.23
Lawrence	41.9	1.51	28.7	1.23
Lee	34.2	1.51	24.7	1.23
Limestone	45.5	1.51	29.1	1.23
Lowndes	42.3	1.51	29.5	1.23
Macon	34.8	1.51	26.2	1.23
Madison	50.9	1.51	29.0	1.23
Marengo	35.2	1.51	25.3	1.23
Marion	43.8	1.51	29.3	1.23
Marshall	50.2	1.51	27.6	1.23
Mobile	47.5	1.51	29.3	1.23
Monroe	41.9	1.51	26.1	1.23
Montgomery	38.6	1.51	28.0	1.23
Morgan	45.3	1.51	28.3	1.23
Perry	39.1	1.51	29.1	1.23
Pickens	40.5	1.51	25.4	1.23
Pike	40.4	1.51	26.9	1.23
Randolph	34.7	1.51	25.3	1.23
Russell	35.7	1.51	26.4	1.23
St. Clair	43.1	1.51	27.0	1.23
Shelby	42.5	1.51	28.3	1.23
Sumter	35.1	1.51	24.4	1.23
Talladega	37.7	1.51	27.1	1.23
Tallapoosa	35.5	1.51	25.8	1.23
Tuscaloosa	42.5	1.51	25.1	1.23
Walker	46.2	1.51	25.9	1.23
Washington	44.9	1.51	26.6	1.23
Wilcox	36.6	1.51	27.5	1.23
Winston	43.4	1.51	26.0	1.23
State check yield	43.5		27.8	
ARIZONA				
Apache	12.5	1.55	20.1	1.18
Cochise	76.4	1.55	88.6	1.32
Coconino	9.0	1.55	20.1	1.18
Gila	35.0	1.55	44.5	1.18
Graham	59.1	1.55	84.5	1.24
Greenlee	55.5	1.55	67.2	1.18
Maricopa	71.4	1.55	63.7	1.38
Mohave	15.6	1.55	44.5	1.18
Navajo	12.5	1.55	20.1	1.18
Pima	54.6	1.55	76.0	1.35
Pinal	55.4	1.55	68.9	1.38
Santa Cruz	35.0	1.55	51.2	1.32
Yavapai	47.8	1.55	42.4	1.18
Yuma	70.6	1.55	64.9	1.39
State check yield	33.9		75.0	

ARKANSAS

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Arkansas	33.1	1.46	28.3	1.29
Ashley	35.0	1.46	20.1	1.25
Baxter	32.7	1.46	24.5	1.19
Benton	36.3	1.46	28.3	1.14
Boone	36.3	1.46	27.6	1.17
Bradley	27.2	1.46	17.2	1.20
Calhoun	28.6	1.46	33.8	1.19
Carroll	40.6	1.46	28.4	1.16
Chicot	31.9	1.46	41.2	1.27
Clark	32.7	1.46	29.6	1.19
Clay	41.4	1.46	40.9	1.29
Cleburne	30.5	1.46	26.7	1.29
Cleveland	30.0	1.46	20.5	1.22
Columbia	27.8	1.46	32.4	1.17
Conway	27.2	1.46	36.9	1.27
Craighead	42.6	1.46	30.0	1.31
Crawford	33.7	1.46	34.5	1.16
Crittenden	43.4	1.46	30.9	1.32
Cross	35.1	1.46	40.2	1.32
Dallas	30.8	1.46	22.0	1.20
Desha	38.2	1.46	33.9	1.28
Drew	29.2	1.46	33.4	1.26
Faulkner	27.0	1.46	27.0	1.27
Franklin	32.1	1.46	29.7	1.17
Fulton	34.4	1.46	24.1	1.23
Garland	27.9	1.46	20.9	1.19
Grant	29.4	1.46	27.0	1.20
Greene	40.8	1.46	34.3	1.30
Hempstead	30.4	1.46	21.2	1.17
Hot Spring	29.2	1.46	22.9	1.20
Howard	33.5	1.46	22.4	1.16
Independence	38.5	1.46	25.3	1.25
Izard	33.5	1.46	22.3	1.20
Jackson	42.5	1.46	27.5	1.29
Jefferson	36.6	1.46	32.5	1.28
Johnson	31.0	1.46	37.0	1.17
Lafayette	36.1	1.46	24.4	1.17
Lawrence	39.4	1.46	24.9	1.29
Lee	35.4	1.46	44.6	1.32
Lincoln	36.5	1.46	40.8	1.27
Little River	36.4	1.46	39.5	1.16
Logan	33.3	1.46	25.2	1.16
Lonoke	31.7	1.46	27.5	1.29
Madison	36.0	1.46	28.2	1.14
Marion	33.5	1.46	25.7	1.17
Miller	31.2	1.46	30.5	1.16
Mississippi	49.3	1.46	31.9	1.32
Monroe	32.1	1.46	35.6	1.30
Montgomery	30.8	1.46	19.3	1.16
Nevada	29.3	1.46	30.7	1.17
Newton	30.7	1.46	28.5	1.17
Ouachita	24.8	1.46	40.3	1.19
Perry	32.9	1.46	30.0	1.19
Phillips	32.0	1.46	28.2	1.31
Pike	32.7	1.46	24.7	1.17
Poinsett	43.1	1.46	32.7	1.32
Polk	30.4	1.46	32.8	1.14
Pope	28.5	1.46	25.2	1.19
Prairie	32.3	1.46	36.8	1.30
Pulaski	39.1	1.46	28.6	1.28
Randolph	40.2	1.46	37.5	1.30
St. Francis	37.5	1.46	32.3	1.32
Saline	31.9	1.46	28.1	1.22
Scott	27.3	1.46	33.4	1.14
Searcy	31.6	1.46	20.0	1.17
Sebastian	31.9	1.46	34.0	1.16
Sevier	29.7	1.46	24.5	1.15
Sharp	32.6	1.46	33.6	1.23
Stone	35.1	1.46	34.7	1.21

ARKANSAS—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Union	25.5	1.46	21.2	1.17
Van Buren	29.4	1.46	25.1	1.27
Washington	37.1	1.46	29.1	1.14
White	33.4	1.46	24.9	1.30
Woodruff	36.2	1.46	36.6	1.31
Yell	29.3	1.46	32.4	1.19
State check yield	35.8	-----	31.5	-----

CALIFORNIA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Alameda	62.7	1.55	76.5	1.45
Alpine	-----	1.55	-----	-----
Amador	55.9	1.55	69.4	1.45
Butte	95.0	1.55	77.5	1.43
Calaveras	-----	1.55	-----	1.45
Colusa	87.1	1.55	76.8	1.44
Contra Costa	78.7	1.55	88.5	1.45
Del Norte	-----	1.55	-----	-----
El Dorado	-----	1.55	47.2	1.42
Fresno	86.6	1.55	70.9	1.43
Glenn	91.3	1.55	74.1	1.43
Humboldt	48.3	1.55	50.9	1.38
Imperial	73.2	1.55	74.8	1.41
Inyo	54.4	1.55	31.5	1.29
Kern	81.9	1.55	74.1	1.42
Kings	83.3	1.55	67.1	1.43
Lake	77.1	1.55	54.5	1.40
Lassen	67.2	1.55	-----	1.28
Los Angeles	75.3	1.55	71.8	1.44
Madera	88.6	1.55	63.2	1.46
Marin	-----	1.55	36.7	1.45
Mariposa	-----	1.55	-----	-----
Mendocino	47.1	1.55	50.9	-----
Marced	85.9	1.55	67.9	1.46
Modoc	-----	1.55	-----	1.33
Mono	41.9	1.55	-----	-----
Monterey	87.2	1.55	86.0	1.42
Napa	67.9	1.55	42.0	1.44
Nevada	-----	1.55	-----	-----
Orange	61.3	1.55	39.7	1.43
Placer	72.3	1.55	73.9	1.44
Plumas	-----	1.55	-----	1.35
Riverside	74.9	1.55	64.2	1.41
Sacramento	99.5	1.55	87.1	1.45
San Benito	82.4	1.55	42.0	1.43
San Bernardino	72.7	1.55	84.8	1.43
San Diego	61.9	1.55	50.9	1.39
San Francisco	-----	1.55	-----	1.47
San Joaquin	96.8	1.55	84.6	1.47
S. Luis Obispo	76.4	1.55	42.0	1.40
San Mateo	-----	1.55	-----	1.46
Santa Barbara	83.9	1.55	81.3	1.39
Santa Clara	77.4	1.55	73.8	1.44
Santa Cruz	-----	1.55	-----	1.42
Shasta	40.8	1.55	32.6	1.33
Sierra	-----	1.55	-----	1.27
Siskiyou	-----	1.55	-----	1.33
Solano	102.8	1.55	85.6	1.44
Sonoma	74.8	1.55	43.0	1.44
Stanislaus	82.9	1.55	81.5	1.46
Sutter	92.5	1.55	78.5	1.43
Tehama	96.8	1.55	73.9	1.38
Trinity	-----	1.55	-----	-----
Tulare	83.7	1.55	67.4	1.42
Tuolumne	-----	1.55	-----	1.46
Ventura	78.5	1.55	73.4	1.43

ARKANSAS—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Yolo	109.6	1.55	82.8	1.44
Yuba	72.0	1.55	65.6	1.43
State check yield	88.3	------	75.4	------

COLORADO

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	86.0	1.43	24.3	1.13
Alamosa	56.4	1.47	------	1.13
Arapahoe	70.3	1.44	26.9	1.13
Archuleta	37.5	1.49	------	1.13
Baca	73.4	1.44	33.9	1.13
Bent	71.2	1.44	54.9	1.13
Boulder	89.3	1.43	36.0	1.13
Chaffee	------	------	------	1.13
Cheyenne	75.2	1.42	21.9	1.13
Clear Creek	------	------	------	1.13
Conejos	55.3	1.47	------	1.13
Costilla	54.1	1.47	------	1.13
Crowley	68.7	1.44	50.3	1.13
Custer	61.6	1.46	38.2	1.13
Delta	95.3	1.52	59.9	1.13
Denver	------	------	------	1.13
Dolores	21.5	1.54	47.0	1.13
Douglas	45.8	1.45	24.7	1.13
Eagle	48.5	1.50	------	1.13
Elbert	44.5	1.44	20.4	1.13
El Paso	34.8	1.45	17.8	1.13
Fremont	61.7	1.46	42.5	1.13
Garfield	69.1	1.52	51.3	1.13
Gilpin	------	------	------	1.13
Grand	------	1.46	------	1.13
Gunnison	------	------	------	1.13
Hinsdale	------	------	------	1.13
Huerfano	52.2	1.46	30.7	1.13
Jackson	------	------	------	1.13
Jefferson	76.1	1.45	37.5	1.13
Kiowa	50.0	1.43	22.1	1.13
Kit Carson	93.2	1.41	41.0	1.13
Lake	------	------	------	1.13
La Plata	63.7	1.51	58.0	1.13
Larimer	85.3	1.42	40.0	1.13
Las Animas	59.0	1.45	32.8	1.13
Lincoln	31.1	1.43	18.4	1.13
Logan	73.3	1.40	41.3	1.13
Mesa	90.5	1.52	72.5	1.13
Mineral	------	------	------	1.13
Moffat	------	1.52	------	1.13
Montezuma	65.9	1.54	58.9	1.13
Montrose	83.1	1.52	59.7	1.13
Morgan	94.0	1.41	35.0	1.13
Otero	81.4	1.45	63.8	1.13
Ouray	67.1	1.54	------	1.13
Park	------	------	------	1.13
Phillips	45.7	1.40	31.0	1.13
Pitkin	37.2	1.50	------	1.13
Prowers	73.5	1.43	48.2	1.13
Pueblo	76.5	1.45	42.4	1.13
Rio Blanco	47.4	1.52	------	1.13
Rio Grande	57.5	1.50	------	1.13
Routt	------	1.49	------	1.13
Saguache	55.3	1.48	------	1.13
San Juan	------	------	------	1.13
San Miguel	51.7	1.54	------	1.13
Sedgwick	79.8	1.40	34.5	1.13
Summit	------	------	------	1.13
Teller	------	------	------	1.13

COLORADO—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Washington	72.0	1.41	25.0	1.13
Weld	87.6	1.41	36.0	1.13
Yuma	56.3	1.40	32.0	1.13
State check yield	81.3	------	35.9	------

CONNECTICUT

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Fairfield	76.5	1.60	------	1.25
Hartford	79.5	1.60	58.9	1.25
Litchfield	79.7	1.60	61.1	1.25
Middlesex	76.0	1.60	57.0	1.25
New Haven	74.9	1.60	54.8	1.25
New London	77.5	1.60	56.0	1.25
Tolland	76.5	1.60	57.2	1.25
Windham	77.6	1.60	------	1.25
State check yield	78.0	------	58.3	------

DELAWARE

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Kent	65.3	1.54	58.9	1.25
New Castle	65.3	1.54	58.9	1.25
Sussex	65.3	1.54	58.9	1.25
State check yield	65.3	------	58.9	------

FLORIDA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Alachua	46.1	1.52	41.5	1.23
Baker	45.9	1.52	------	1.23
Bay	39.8	1.52	------	1.23
Bradford	44.5	1.52	------	1.23
Brevard	72.4	1.52	------	1.23
Broward	------	1.52	------	1.23
Calhoun	48.2	1.52	42.2	1.23
Charlotte	------	1.52	------	1.23
Citrus	44.5	1.52	38.1	1.23
Clay	46.6	1.52	37.1	1.23
Collier	------	1.52	------	1.23
Columbia	44.2	1.52	35.0	1.23
Dade	42.7	1.52	38.1	1.23
De Soto	41.4	1.52	------	1.23
Dixie	37.9	1.52	------	1.23
Duval	47.8	1.52	------	1.23
Escambia	56.5	1.52	42.4	1.23
Flagler	44.6	1.52	44.7	1.23
Franklin	------	1.52	------	1.23
Gadsden	47.7	1.52	47.9	1.23
Gilchrist	43.5	1.52	36.2	1.23
Glades	33.7	1.52	------	1.23
Gulf	38.1	1.52	39.7	1.23
Hamilton	47.2	1.52	37.1	1.23
Hardee	38.3	1.52	------	1.23
Hendry	58.8	1.52	------	1.23
Hernando	48.0	1.52	33.1	1.23
Highlands	49.4	1.52	------	1.23
Hillsborough	49.7	1.52	43.0	1.23
Holmes	46.3	1.52	35.5	1.23
Indian River	------	1.52	------	1.23
Jackson	47.8	1.52	43.7	1.23
Jefferson	44.7	1.52	51.8	1.23
Lafayette	42.5	1.52	30.2	1.23

FLORIDA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Lake	46.8	1.52	38.8	1.23
Lee	32.8	1.52	52.8	1.23
Leon	43.8	1.52	40.4	1.23
Levy	44.5	1.52	40.9	1.23
Liberty	37.4	1.52		1.23
Madison	43.7	1.52	42.9	1.23
Manatee	33.5	1.52	37.1	1.23
Marion	49.5	1.52	53.5	1.23
Martin	47.1	1.52	37.1	1.23
Monroe		1.52		1.23
Nassau	41.6	1.52	44.7	1.23
Okaloosa	49.6	1.52	22.5	1.23
Okeechobee	53.1	1.52	37.1	1.23
Orange	47.2	1.52	37.1	1.23
Osceola	46.9	1.52	37.1	1.23
Palm Beach	62.2	1.52	27.3	1.23
Pasco	48.8	1.52	40.6	1.23
Pinellas		1.52		1.23
Polk	48.1	1.52	40.1	1.23
Putnam	45.8	1.52	42.5	1.23
St. Johns	44.3	1.52	42.1	1.23
St. Lucie		1.52		1.23
Santa Rosa	52.1	1.52	47.3	1.23
Sarasota		1.52		1.23
Seminole	50.8	1.52		1.23
Sumter	45.6	1.52	36.4	1.23
Suwannee	44.1	1.52	34.8	1.23
Taylor	39.2	1.52		1.23
Union	47.5	1.52		1.23
Volusia	46.4	1.52	37.8	1.23
Wakulla	36.4	1.52		1.23
Walton	45.3	1.52	39.4	1.23
Washington	44.8	1.52	38.8	1.23
State check yield	45.9		42.6	

GEORGIA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Appling	51.4	1.52	29.4	1.25
Atkinson	58.6	1.52	31.0	1.25
Bacon	49.8	1.52	28.3	1.25
Baker	48.7	1.52	18.6	1.25
Baldwin	38.9	1.52	30.2	1.25
Banks	31.5	1.52	31.9	1.25
Barrow	38.0	1.52	37.0	1.25
Bartow	44.9	1.52	29.1	1.25
Ben Hill	54.7	1.52	24.3	1.25
Berrien	59.5	1.52	31.5	1.25
Bibb	48.5	1.52	28.6	1.25
Bleckley	49.2	1.52	23.4	1.25
Brantley	45.1	1.52	25.1	1.25
Brooks	49.8	1.52	40.4	1.25
Bryan	53.2	1.52	21.7	1.25
Bulloch	54.4	1.52	32.0	1.25
Burke	48.8	1.52	28.1	1.25
Butts	41.6	1.52	40.4	1.25
Calhoun	51.1	1.52	23.7	1.25
Camden	55.4	1.52	21.9	1.25
Candler	43.9	1.52	30.1	1.25
Carroll	39.7	1.52	36.7	1.25
Catoosa	45.3	1.52	34.9	1.25
Charlton	45.7	1.52	19.7	1.25
Chatham	47.7	1.52	21.9	1.25
Chattahoochee	26.0	1.52	17.7	1.25
Chattooga	47.6	1.52	32.3	1.25
Cherokee	41.5	1.52	23.6	1.25

GEORGIA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Clarke	44.4	1.52	41.0	1.25
Clay	47.0	1.52	22.2	1.25
Clayton	39.6	1.52	28.2	1.25
Clinch	44.1	1.52	19.7	1.25
Cobb	36.5	1.52	32.9	1.25
Coffee	58.3	1.52	26.8	1.25
Colquitt	53.7	1.52	39.9	1.25
Columbia	31.1	1.52	17.9	1.25
Cook	59.6	1.52	22.0	1.25
Coweta	42.2	1.52	28.7	1.25
Crawford	36.3	1.52	27.3	1.25
Crisp	60.3	1.52	41.0	1.25
Dade	44.0	1.52	17.9	1.25
Dawson	34.8	1.52	26.6	1.25
Decatur	40.2	1.52	28.5	1.25
De Kalb	54.4	1.52	33.3	1725
Dodge	44.1	1.52	27.0	1.25
Dooly	48.2	1.52	37.0	1.25
Dougherty	45.2	1.52	32.2	1.25
Douglas	36.4	1.52	26.2	1.25
Early	47.6	1.52	32.7	1.25
Echols	40.5	1.52	21.2	1.25
Effingham	45.4	1.52	21.9	1.25
Elbert	32.1	1.52	25.6	1.25
Emanuel	44.4	1.52	27.9	1.25
Evans	49.6	1.52	27.4	1.25
Fannin	58.5	1.52	25.8	1.25
Fayette	45.1	1.52	32.0	1.25
Floyd	47.1	1.52	33.6	1.25
Forsyth	34.9	1.52	25.6	1.25
Franklin	37.2	1.52	36.4	1.25
Fulton	41.7	1.52	36.5	1.25
Gilmer	50.9	1.52	25.8	1.25
Glascock	44.0	1.52	16.7	1.25
Glynn	44.8	1.52	21.7	1.25
Gordon	49.7	1.52	42.5	1.25
Grady	53.8	1.52	35.0	1.25
Greene	30.9	1.52	30.3	1.25
Gwinnett	36.6	1.52	40.3	1.25
Habersham	50.0	1.52	27.8	1.25
Hall	42.2	1.52	30.7	1.25
Hancock	27.9	1.52	31.6	1.25
Haralson	33.2	1.52	26.8	1.25
Harris	29.1	1.52	26.7	1.25
Hart	38.0	1.52	35.4	1.25
Heard	40.4	1.52	29.0	1.25
Henry	39.0	1.52	30.2	1.25
Houston	55.9	1.52	41.9	1.25
Irwin	61.5	1.52	28.2	1.25
Jackson	35.2	1.52	32.5	1.25
Jasper	38.6	1.52	43.4	1.25
Jeff Davis	53.9	1.52	28.2	1.25
Jefferson	47.5	1.52	41.9	1.25
Jenkins	43.6	1.52	25.5	1.25
Johnson	41.3	1.52	28.4	1.25
Jones	38.9	1.52	36.5	1.25
Lamar	40.5	1.52	35.4	1.25
Lanier	54.8	1.52	23.6	1.25
Laurens	47.2	1.52	38.6	1.25
Lee	50.1	1.52	36.4	1.25
Liberty	44.3	1.52	19.7	1.25
Lincoln	33.1	1.52	28.7	1.25
Long	44.3	1.52	19.7	1.25
Lowndes	52.9	1.52	40.5	1.25
Lumpkin	52.6	1.52	29.7	1.25
McDuffie	26.8	1.52	41.2	1.25
McIntosh	55.3	1.52	19.7	1.25
Macon	50.1	1.52	29.7	1.25

GEORGIA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Madison	38.0	1.52	35.4	1.25
Marion	35.5	1.52	25.8	1.25
Meriwether	40.3	1.52	24.7	1.25
Miller	46.0	1.52	33.4	1.25
Mitchell	49.2	1.52	24.4	1.25
Monroe	36.7	1.52	29.7	1.25
Montgomery	47.1	1.52	26.6	1.25
Morgan	34.4	1.52	26.4	1.25
Murray	49.3	1.52	40.2	1.25
Muscogee	31.7	1.52	17.9	1.25
Newton	42.9	1.52	43.7	1.25
Oconee	35.3	1.52	30.5	1.25
Oglethorpe	34.6	1.52	34.2	1.25
Paulding	36.4	1.52	19.9	1.25
Peach	57.1	1.52	25.5	1.25
Pickens	44.4	1.52	25.6	1.25
Pierce	52.7	1.52	23.2	1.25
Pike	43.7	1.52	27.6	1.25
Polk	44.6	1.52	39.5	1.25
Pulaski	49.2	1.52	23.7	1.25
Putnam	23.6	1.52	37.6	1.25
Quitman	45.0	1.52	35.6	1.25
Rabun	59.8	1.52	29.5	1.25
Randolph	49.6	1.52	31.7	1.25
Richmond	42.2	1.52	14.5	1.25
Rockdale	38.9	1.52	25.1	1.25
Schley	40.1	1.52	39.6	1.25
Screven	50.0	1.52	26.2	1.25
Seminole	47.0	1.52	32.5	1.25
Spalding	46.0	1.52	21.6	1.25
Stephens	41.5	1.52	26.1	1.25
Stewart	44.2	1.52	32.2	1.25
Sumter	54.6	1.52	30.0	1.25
Talbot	34.5	1.52	29.9	1.25
Taliaferro	27.6	1.52	17.9	1.25
Tattnall	50.6	1.52	22.9	1.25
Taylor	44.2	1.52	24.9	1.25
Telfair	45.4	1.52	30.2	1.25
Terrell	52.3	1.52	29.0	1.25
Thomas	56.4	1.52	30.8	1.25
Tift	59.5	1.52	32.1	1.25
Toombs	56.4	1.52	29.6	1.25
Towns	59.2	1.52	29.7	1.25
Treutlen	38.0	1.52	19.9	1.25
Troup	33.3	1.52	24.9	1.25
Turner	55.3	1.52	33.1	1.25
Twiggs	33.7	1.52	36.3	1.25
Union	62.3	1.52	31.4	1.25
Upson	40.8	1.52	29.8	1.25
Walker	52.0	1.52	40.8	1.25
Walton	36.6	1.52	32.5	1.25
Ware	52.7	1.52	27.9	1.25
Warren	38.1	1.52	24.4	1.25
Washington	46.0	1.52	24.7	1.25
Wayne	49.9	1.52	27.2	1.25
Webster	39.8	1.52	21.7	1.25
Wheeler	46.4	1.52	38.1	1.25
White	40.2	1.52	26.8	1.25
Whitfield	49.5	1.52	40.7	1.25
Wilcox	52.8	1.52	30.4	1.25
Wilkes	38.4	1.52	33.7	1.25
Wilkinson	33.3	1.52	26.7	1.25
Worth	50.2	1.52	30.2	1.25
State check yield	49.7		31.9	

IDAHO

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Ada	89.4	1.52	65.2	1.08
Adams	54.4	1.52		1.08
Bannock	67.1	1.52		1.08
Bear Lake		1.52		1.08
Benewah		1.52		1.08
Bingham	67.1	1.52	53.8	1.08
Blaine	59.1	1.52		1.08
Boise		1.52		1.08
Bonner	40.8	1.52		1.08
Bonneville	61.6	1.52		1.08
Boundary		1.52		1.08
Butte		1.52		1.08
Camas		1.52		1.08
Canyon	91.9	1.52	65.2	1.08
Caribou	53.8	1.52		1.08
Cassia	72.9	1.52		1.08
Clark	45.4	1.52	42.3	1.08
Clearwater		1.52		1.08
Custer	43.7	1.52		1.08
Elmore	85.9	1.52	65.2	1.08
Franklin	67.3	1.52		1.08
Fremont	54.5	1.52		1.08
Gem	83.9	1.52		1.08
Gooding	79.9	1.52	61.7	1.08
Idaho	41.8	1.52		1.08
Jefferson	59.1	1.52	42.3	1.08
Jerome	85.9	1.52		1.08
Kootenai	45.4	1.52		1.08
Latah	41.8	1.52		1.08
Lemhi	43.7	1.52		1.08
Lewis		1.52		1.08
Lincoln	73.3	1.52	50.3	1.13
Madison	59.1	1.52		1.08
Minidoka	72.9	1.52		1.08
Nez Perce	41.8	1.52		1.08
Oneida	61.6	1.52		1.08
Owyhee	92.4	1.52	67.4	1.08
Payette	84.7	1.52	64.0	1.08
Power	67.2	1.52		1.08
Shoshone		1.52		1.08
Teton		1.52		1.08
Twin Falls	90.9	1.52	64.0	1.08
Valley		1.52		1.08
Washington	80.5	1.52	62.9	1.08
State check yield	84.7		64.4	

ILLINOIS

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	92.9	1.37	63.1	1.15
Alexander	65.8	1.41	50.7	1.15
Bond	68.4	1.39	58.0	1.15
Boone	102.2	1.37		1.15
Brown	85.2	1.38	60.8	1.15
Bureau	107.4	1.37	79.2	1.15
Calhoun	88.8	1.38	58.4	1.15
Carroll	102.7	1.35	70.5	1.15
Cass	104.1	1.39	71.0	1.15
Champaign	110.8	1.37	76.7	1.15
Christian	115.2	1.39	71.4	1.15
Clark	90.7	1.38	61.8	1.15
Clay	66.1	1.39	48.3	1.15
Clinton	64.2	1.39	59.3	1.15
Coles	102.0	1.37	72.4	1.15

ILLINOIS—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Cook	84.5	1.39		1.15
Crawford	82.1	1.39	55.0	1.15
Cumberland	94.2	1.38	65.0	1.15
De Kalb	106.5	1.38	77.7	1.15
De Witt	110.1	1.38	74.7	1.15
Douglas	110.6	1.37	74.7	1.15
Du Page	89.1	1.39	68.7	1.15
Edgar	105.0	1.37	70.9	1.15
Edwards	79.6	1.40	58.0	1.15
Effingham	79.9	1.39	66.6	1.15
Fayette	74.5	1.39	59.9	1.15
Ford	103.3	1.37	73.0	1.15
Franklin	62.0	1.40	45.2	1.15
Fulton	92.9	1.38	66.4	1.15
Gallatin	84.1	1.41	61.9	1.15
Greene	93.6	1.39	65.1	1.15
Grundy	100.4	1.38	74.1	1.15
Hamilton	66.4	1.40	58.4	1.15
Hancock	100.2	1.36	66.8	1.15
Hardin	62.4	1.41	43.6	1.15
Henderson	98.4	1.36	73.5	1.15
Henry	103.2	1.36	70.5	1.15
Iroquois	107.0	1.38	68.8	1.15
Jackson	68.8	1.40	60.0	1.15
Jasper	82.4	1.39	57.5	1.15
Jefferson	63.7	1.39	54.5	1.15
Jersey	92.6	1.39	67.2	1.15
Jo Daviess	96.0	1.35	66.1	1.15
Johnson	62.1	1.40	60.9	1.15
Kane	104.2	1.39	77.7	1.15
Kankakee	104.8	1.38	62.7	1.15
Kendall	100.4	1.38	75.5	1.15
Knox	100.5	1.38	74.3	1.15
Lake	79.1	1.39	61.8	1.15
La Salle	100.5	1.38	77.5	1.15
Lawrence	81.9	1.40	70.5	1.15
Lee	104.1	1.37	65.0	1.15
Livingston	105.0	1.38	74.9	1.15
Logan	112.3	1.39	87.0	1.15
McDonough	103.7	1.37	73.7	1.15
McHenry	91.3	1.38	63.8	1.15
McLean	107.9	1.38	80.3	1.15
Macon	114.7	1.38	80.1	1.15
Macoupin	93.9	1.39	74.1	1.15
Madison	82.5	1.39	66.5	1.15
Marion	64.7	1.39	47.3	1.15
Marshall	105.3	1.39	77.5	1.15
Mason	92.2	1.39	70.2	1.15
Massac	62.6	1.41	46.2	1.15
Menard	105.5	1.39	65.3	1.15
Mercer	102.9	1.35	73.0	1.15
Monroe	76.6	1.40	66.0	1.15
Montgomery	97.7	1.39	69.1	1.15
Morgan	101.2	1.39	73.2	1.15
Moultrie	110.1	1.37	72.1	1.15
Ogle	100.1	1.36	78.1	1.15
Peoria	98.9	1.38	65.3	1.15
Perry	64.8	1.40	60.4	1.15
Piatt	117.4	1.37	80.9	1.15
Pike	90.4	1.38	64.5	1.15
Pope	60.3	1.41	41.6	1.15
Pulaski	67.7	1.41	50.7	1.15
Putnam	98.5	1.39	77.5	1.15
Randolph	68.6	1.40	62.9	1.15
Richland	68.7	1.40	51.9	1.15
Rock Island	100.4	1.35	78.1	1.15
St. Clair	79.1	1.40	75.2	1.15
Saline	79.7	1.40	50.5	1.15
Sangamon	109.9	1.39	73.7	1.15
Schuyler	94.1	1.38	69.6	1.15
Scott	90.1	1.39	66.3	1.15
Shelby	99.1	1.38	74.4	1.15
Stark	105.5	1.38		1.15
Stephenson	100.6	1.36	69.8	1.15
Tazewell	103.3	1.39	72.7	1.15
Union	75.4	1.40	55.0	1.15
Vermilion	105.4	1.37	66.1	1.15
Wabash	83.8	1.40	56.7	1.15
Warren	102.8	1.37	83.3	1.15
Washington	61.7	1.40	58.9	1.15
Wayne	67.7	1.39	61.7	1.15
White	78.0	1.40	62.8	1.15
Whiteside	102.3	1.36	67.1	1.15
Will	87.9	1.39	67.3	1.15
Williamson	57.8	1.40	41.7	1.15
Winnebago	96.1	1.36		1.15
Woodford	108.1	1.39	68.5	1.15
State check yield	98.3		64.0	

INDIANA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	91.1	1.36	62.2	1.17
Allen	92.9	1.36	53.6	1.17
Bartholomew	99.5	1.39	75.5	1.17
Benton	107.7	1.37	63.5	1.17
Blackford	86.3	1.37	60.3	1.17
Boone	99.7	1.37	73.0	1.17
Brown	82.5	1.39	41.8	1.17
Carroll	103.9	1.37	67.8	1.17
Cass	100.3	1.37	60.9	1.17
Clark	81.3	1.41	49.4	1.17
Clay	101.3	1.37	68.8	1.17
Clinton	104.4	1.37	71.5	1.17
Crawford	70.6	1.41	43.3	1.17
Daviess	102.5	1.40	73.0	1.17
Dearborn	80.1	1.41	49.4	1.17
Decatur	102.0	1.39	70.8	1.17
De Kalb	87.3	1.36	48.3	1.17
Delaware	92.3	1.37	63.6	1.17
Dubois	85.7	1.40	75.0	1.17
Elkhart	85.0	1.37	55.3	1.17
Fayette	91.3	1.38	53.6	1.17
Floyd	74.1	1.41	49.4	1.17
Fountain	99.3	1.36	70.7	1.17
Franklin	91.0	1.40	58.7	1.17
Fulton	91.0	1.37	56.6	1.17
Gibson	102.6	1.41	75.3	1.17
Grant	95.5	1.37	66.5	1.17
Greene	91.6	1.39	70.1	1.17
Hamilton	94.5	1.37	66.5	1.17
Hancock	93.7	1.37	65.5	1.17
Harrison	82.8	1.41	60.5	1.17
Hendricks	100.0	1.37	66.5	1.17
Henry	94.5	1.37	63.6	1.17
Howard	109.4	1.37	68.1	1.17
Huntington	90.2	1.36	53.6	1.17
Jackson	94.6	1.40	69.5	1.17
Jasper	105.2	1.37	64.6	1.17
Jay	81.2	1.37	48.3	1.17
Jefferson	86.7	1.41	49.4	1.17
Jennings	92.5	1.40	49.4	1.17
Johnson	99.7	1.38	73.0	1.17
Knox	99.0	1.40	76.4	1.17
Kosciusko	88.3	1.37	56.9	1.17
Lagrange	83.7	1.36	48.3	1.17
Lake	96.9	1.38	60.2	1.17

INDIANA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
La Porte	97.5	1.38	54.6	1.17
Lawrence	84.3	1.40	63.8	1.17
Madison	97.0	1.37	66.5	1.17
Marion	92.4	1.37	59.7	1.17
Marshall	89.2	1.37	56.5	1.17
Martin	85.3	1.40	54.1	1.17
Miami	99.7	1.37	56.9	1.17
Monroe	84.2	1.39	41.3	1.17
Montgomery	99.4	1.36	62.9	1.17
Morgan	96.0	1.38	66.5	1.17
Newton	105.7	1.37	64.6	1.17
Noble	87.7	1.36	48.3	1.17
Ohio	86.4	1.41	49.4	1.17
Orange	85.0	1.40	67.4	1.17
Owen	90.5	1.38	68.7	1.17
Parke	100.1	1.36	64.2	1.17
Perry	76.4	1.41	60.5	1.17
Pike	88.8	1.40	59.7	1.17
Porter	99.7	1.38	60.6	1.17
Posey	93.2	1.41	67.7	1.17
Pulaski	96.1	1.37	64.0	1.17
Putnam	98.8	1.37	69.3	1.17
Randolph	88.3	1.37	60.0	1.17
Ripley	92.7	1.40	49.4	1.17
Rush	100.6	1.38	73.0	1.17
St. Joseph	86.7	1.37	54.2	1.17
Scott	85.2	1.41	49.4	1.17
Shelby	99.7	1.38	74.2	1.17
Spencer	83.4	1.41	60.6	1.17
Starke	96.6	1.37	56.3	1.17
Steuben	80.5	1.36	48.3	1.17
Sullivan	91.9	1.38	69.8	1.17
Switzerland	74.3	1.41	49.4	1.17
Tippecanoe	105.2	1.36	69.0	1.17
Tipton	111.3	1.37	69.6	1.17
Union	102.3	1.38	53.6	1.17
Vanderburgh	88.9	1.41	62.9	1.17
Vermillion	102.0	1.36	64.2	1.17
Vigo	102.1	1.37	74.2	1.17
Wabash	95.3	1.37	56.9	1.17
Warren	104.0	1.36	62.9	1.17
Warrick	83.1	1.41	54.2	1.17
Washington	81.4	1.41	70.4	1.17
Wayne	93.4	1.37	59.3	1.17
Wells	90.2	1.36	59.2	1.17
White	103.2	1.37	69.8	1.17
Whitley	87.6	1.36	59.2	1.17
State check yield	96.3		64.9	

IOWA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adair	88.0	1.33	73.5	1.14
Adams	85.0	1.34	69.1	1.15
Allamakee	85.0	1.32	59.0	1.09
Appanoose	80.0	1.34	69.0	1.15
Audubon	93.0	1.32	75.7	1.15
Benton	102.0	1.33	70.4	1.09
Black Hawk	97.0	1.31	61.8	1.09
Boone	99.0	1.31	76.7	1.11
Bremer	91.0	1.31	54.1	1.09
Buchanan	94.0	1.32	66.2	1.09
Buena Vista	94.0	1.29	73.0	1.12
Butler	92.0	1.30	63.1	1.09
Calhoun	96.0	1.30	78.5	1.13
Carroll	96.0	1.31	74.7	1.14
Cass	92.0	1.33	75.4	1.14
Cedar	106.	1.35	51.9	1.09
Cerro Gordo	94.0	1.28	63.4	1.09
Cherokee	90.0	1.30	72.0	1.13
Chickasaw	84.0	1.30	66.3	1.09
Clarke	79.0	1.33	77.2	1.15
Clay	88.0	1.29	64.1	1.11
Clayton	85.0	1.33	53.5	1.09
Clinton	103.0	1.35	82.7	1.09
Crawford	92.0	1.31	70.1	1.15
Dallas	96.0	1.32	74.3	1.12
Davis	79.0	1.34	65.4	1.13
Decatur	77.0	1.34	60.4	1.15
Delaware	94.0	1.33	55.9	1.09
Des Moines	104.0	1.35	78.2	1.10
Dickinson	83.0	1.28	59.4	1.10
Dubuque	93.0	1.34	61.7	1.09
East Pottawattamie	94.0	1.34	81.8	1.15
Emmet	91.0	1.27	59.8	1.10
Fayette	89.0	1.32	68.0	1.09
Floyd	90.0	1.29	63.6	1.09
Franklin	100.0	1.29	63.9	1.09
Fremont	91.0	1.34	71.9	1.15
Greene	97.0	1.31	76.6	1.13
Grundy	105.0	1.31	64.3	1.09
Guthrie	91.0	1.32	69.5	1.13
Hamilton	99.9	1.30	66.5	1.10
Hancock	95.0	1.28	60.3	1.09
Hardin	102.0	1.31	61.2	1.09
Harrison	96.0	1.33	81.1	1.15
Henry	98.0	1.35	74.7	1.10
Howard	79.0	1.30	48.3	1.09
Humboldt	98.0	1.29	69.8	1.10
Ida	94.0	1.30	78.0	1.13
Iowa	97.0	1.33	75.8	1.09
Jackson	97.0	1.35	64.2	1.09
Jasper	94.0	1.32	72.7	1.11
Jefferson	89.0	1.34	73.2	1.12
Johnson	98.0	1.34	73.7	1.09
Jones	100.0	1.34	68.4	1.09
Keokuk	94.0	1.33	65.6	1.12
Kossuth	97.0	1.28	63.2	1.09
Lee	95.0	1.35	72.9	1.11
Linn	99.0	1.33	65.7	1.09
Louisa	98.0	1.35	71.6	1.09
Lucas	78.0	1.33	63.5	1.15
Lyon	80.0	1.29	61.3	1.13
Madison	92.0	1.32	73.4	1.14
Mahaska	95.0	1.32	68.0	1.13
Marion	91.0	1.32	76.0	1.13
Marshall	102.0	1.31	73.9	1.10
Mills	91.0	1.34	78.2	1.15
Mitchell	90.0	1.29	62.0	1.09
Monona	90.0	1.32	70.9	1.15
Monroe	77.0	1.33	60.4	1.13
Montgomery	92.0	1.34	72.5	1.15
Muscatine	100.0	1.35	63.8	1.09
O'Brien	87.0	1.29	73.0	1.13
Osceola	83.0	1.28	73.4	1.13
Page	88.0	1.34	71.3	1.16
Palo Alto	90.0	1.28	61.0	1.10
Plymouth	85.0	1.31	68.4	1.13
Pocahontas	95.0	1.29	68.0	1.11
Polk	96.0	1.32	63.9	1.11
Poweshiek	97.0	1.32	67.3	1.09
Ringgold	77.0	1.34	60.1	1.16
Sac	96.0	1.30	81.9	1.13
Scott	192.0	1.35	57.7	1.09
Shelby	96.9	1.32	76.4	1.15
Sioux	84.0	1.30	78.8	1.13

IOWA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Story	99.0	1.31	72.3	1.11
Tama	102.0	1.32	73.5	1.09
Taylor	80.0	1.34	69.6	1.18
Vnion	80.0	1.33	73.2	1.16
Uan Buren	88.0	1.34	78.6	1.11
Wapello	86.0	1.33	71.4	1.13
Warren	89.0	1.32	73.9	1.14
Washington	98.0	1.34	77.2	1.10
Wayne	79.0	1.34	62.1	1.16
Webster	97.0	1.30	73.0	1.11
West Pottawattamie	92.0	1.34	81.8	1.15
Winnebago	95.0	1.28	62.1	1.09
Winneshiek	81.0	1.31	70.0	1.09
Woodbury	86.0	1.31	74.8	1.13
Worth	91.0	1.28	57.0	1.09
Wright	99.0	1.29	66.0	1.09
State check yield	93.2		73.1	

KANSAS

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Allen	47.2	1.41	49.1	1.19
Anderson	55.5	1.40	53.1	1.20
Atchison	59.2	1.38	65.5	1.21
Barber	44.6	1.42	31.8	1.13
Barton	51.3	1.39	42.3	1.13
Bourbon	45.6	1.41	50.5	1.20
Brown	71.2	1.36	69.8	1.20
Butler	44.1	1.40	44.6	1.14
Chase	56.8	1.38	48.2	1.16
Chautauqua	45.3	1.43	36.8	1.16
Cherokee	45.4	1.43	40.1	1.18
Cheyenne	75.6	1.38	35.8	1.13
Clark	49.9	1.42	33.1	1.13
Clay	51.9	1.35	40.8	1.16
Cloud	61.8	1.35	45.7	1.15
Coffey	53.3	1.40	47.0	1.19
Comanche	43.3	1.42	26.8	1.13
Cowley	42.9	1.42	40.0	1.14
Crawford	43.1	1.43	42.9	1.19
Decatur	46.6	1.37	37.0	1.13
Dickinson	39.5	1.37	41.4	1.15
Doniphan	83.6	1.37	74.6	1.20
Douglas	68.8	1.38	61.5	1.21
Edwards	48.0	1.40	39.0	1.13
Elk	43.4	1.42	35.7	1.16
Ellis	60.8	1.38	36.2	1.13
Ellsworth	41.2	1.38	38.9	1.14
Finney	97.0	1.41	63.0	1.13
Ford	81.5	1.41	42.6	1.13
Franklin	56.6	1.39	50.4	1.21
Geary	50.5	1.37	52.9	1.16
Gove	62.5	1.40	33.5	1.13
Graham	50.6	1.37	29.8	1.13
Grant	101.6	1.41	52.2	1.13
Gray	100.0	1.41	65.0	1.13
Greeley	100.1	1.41	34.5	1.13
Greenwood	40.8	1.40	42.7	1.17
Hamilton	89.6	1.41	30.5	1.13
Harper	56.3	1.42	33.5	1.13
Harvey	38.7	1.40	45.7	1.14
Haskell	100.2	1.41	76.7	1.13
Hodgeman	86.6	1.41	43.5	1.13
Jackson	55.1	1.37	58.4	1.20
Jefferson	60.6	1.38	62.2	1.21
Jewell	68.6	1.34	47.2	1.14
Johnson	60.2	1.39	60.7	1.21
Kearny	100.4	1.41	45.6	1.13

KANSAS—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Kingman	31.3	1.41	31.2	1.14
Kiowa	40.5	1.41	33.7	1.13
Labette	45.4	1.43	40.5	1.18
Lane	86.0	1.41	36.2	1.13
Leavenworth	65.2	1.39	58.5	1.21
Lincoln	35.0	1.37	37.1	1.14
Linn	50.9	1.41	50.2	1.21
Logan	82.9	1.40	34.2	1.13
Lyon	48.4	1.38	50.2	1.18
McPherson	68.8	1.38	47.0	1.14
Marion	35.4	1.38	40.8	1.14
Marshall	52.4	1.35	60.7	1.18
Meade	92.2	1.42	57.9	1.13
Miami	57.6	1.40	54.4	1.21
Mitchell	52.8	1.36	43.6	1.14
Montgomery	46.6	1.43	43.1	1.18
Morris	42.9	1.38	42.8	1.16
Morton	74.0	1.42	37.4	1.13
Nemaha	55.4	1.36	63.6	1.19
Neosho	41.2	1.42	42.1	1.19
Ness	70.2	1.41	35.7	1.13
Norton	44.4	1.36	35.5	1.13
Osage	52.6	1.38	56.3	1.20
Osborne	90.4	1.36	39.2	1.13
Ottawa	47.6	1.36	38.3	1.14
Pawnee	62.4	1.40	43.1	1.13
Phillips	62.1	1.35	43.6	1.13
Pottawatomie	53.0	1.36	54.1	1.19
Pratt	48.3	1.41	35.1	1.13
Rawlins	46.7	1.38	33.0	1.13
Reno	39.9	1.40	40.8	1.13
Republic	74.8	1.34	54.9	1.15
Rice	44.3	1.39	41.4	1.14
Riley	45.9	1.35	46.0	1.18
Rooks	62.0	1.37	34.5	1.13
Rush	70.2	1.39	41.9	1.13
Russell	67.9	1.37	30.5	1.13
Saline	47.2	1.37	38.8	1.14
Scott	97.3	1.41	56.0	1.13
Sedgwick	43.6	1.41	42.4	1.14
Seward	110.9	1.42	42.6	1.13
Shawnee	64.1	1.37	55.9	1.20
Sheridan	75.7	1.37	39.7	1.13
Sherman	94.2	1.39	36.6	1.13
Smith	69.3	1.34	46.0	1.14
Stafford	34.3	1.40	40.7	1.13
Stanton	104.9	1.41	69.2	1.13
Stevens	107.9	1.42	41.6	1.13
Sumner	37.6	1.42	38.3	1.14
Thomas	95.5	1.39	34.2	1.13
Trego	40.8	1.40	32.2	1.13
Wabaunsee	53.6	1.37	52.8	1.18
Wallace	99.0	1.40	49.9	1.13
Washington	49.7	1.35	53.1	1.16
Wichita	112.1	1.41	64.7	1.13
Wilson	46.5	1.42	44.1	1.18
Woodson	48.6	1.41	46.8	1.19
Wyandotte	62.1	1.39	62.0	1.21
State check yield	60.6		45.8	

KENTUCKY

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adair	70.0	1.48	38.9	1.23
Allen	60.5	1.48	47.4	1.23
Anderson	66.8	1.47	35.5	1.23
Ballard	68.5	1.44	46.2	1.23

KENTUCKY—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Barren	67.6	1.47	50.7	1.23
Bath	75.9	1.49		1.23
Bell	51.9	1.51		1.23
Boone	73.7	1.43		1.23
Bourbon	79.1	1.48	63.9	1.23
Boyd	72.1	1.47		1.23
Boyle	71.7	1.48	34.0	1.23
Bracken	79.1	1.45	53.4	1.23
Breathitt	63.8	1.51		1.23
Breckinridge	73.7	1.44	52.1	1.23
Bullitt	72.2	1.45	32.6	1.23
Butler	62.0	1.46	55.0	1.23
Caldwell	63.3	1.46	49.1	1.23
Calloway	71.4	1.45	48.2	1.23
Campbell	60.4	1.43		1.23
Carlisle	71.7	1.44	49.8	1.23
Carroll	77.1	1.44	45.9	1.23
Carter	61.3	1.48		1.23
Casey	66.7	1.48	41.1	1.23
Christian	73.9	1.47	52.5	1.23
Clark	72.3	1.49	34.0	1.23
Clay	62.3	1.50		1.23
Clinton	66.8	1.49	33.0	1.23
Crittenden	59.1	1.44	35.5	1.23
Cumberland	65.4	1.48	56.6	1.23
Daviess	80.3	1.44	52.2	1.23
Edmonson	64.1	1.46	52.1	1.23
Elliott	69.5	1.49		1.23
Estill	68.8	1.49		1.23
Fayette	78.7	1.48	52.8	1.23
Fleming	85.1	1.47	58.8	1.23
Floyd	59.7	1.51		1.23
Franklin	74.3	1.46	37.2	1.23
Fulton	74.2	1.44	57.3	1.23
Gallatin	66.0	1.44	32.1	1.23
Garrard	64.4	1.49	37.0	1.23
Grant	69.2	1.45		1.23
Graves	73.4	1.44	48.1	1.23
Grayson	65.4	1.45	33.1	1.23
Green	71.5	1.48	35.5	1.23
Greenup	68.0	1.46	30.8	1.23
Hancock	68.5	1.44	39.5	1.23
Hardin	74.3	1.45	58.6	1.23
Harlan	54.0	1.51		1.23
Harrison	72.1	1.47		1.23
Hart	78.6	1.47	44.9	1.23
Henderson	79.0	1.44	50.1	1.23
Henry	73.0	1.45	53.6	1.23
Hickman	75.5	1.44	53.0	1.23
Hopkins	64.8	1.46	43.8	1.23
Jackson	66.0	1.50		1.23
Jefferson	77.4	1.44	48.0	1.23
Jessamine	74.8	1.49	32.3	1.23
Johnson	66.5	1.50		1.23
Kenton	71.5	1.43		1.23
Knott	46.6	1.51		1.23
Knox	58.5	1.50		1.23
Larue	78.2	1.46	49.1	1.23
Laurel	60.4	1.50	30.7	1.23
Lawrence	69.1	1.49		1.23
Lee	63.5	1.50		1.23
Leslie	52.7	1.51		1.23
Letcher	51.7	1.51		1.23
Lewis	70.7	1.45		1.23
Lincoln	72.0	1.49	37.4	1.23
Livingston	66.2	1.44	43.2	1.23
Logan	69.2	1.47	51.8	1.23
Lyon	61.1	1.46	47.9	1.23
McCracken	55.1	1.44	46.9	1.23
McCreary	56.2	1.49		1.23

KENTUCKY—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
McLean	80.0	1.45	38.5	1.23
Madison	72.6	1.49	43.5	1.23
Magoffin	63.5	1.51		1.23
Marion	78.5	1.47	51.1	1.23
Marshall	62.1	1.45	46.6	1.23
Martin	59.6	1.50		1.23
Mason	86.2	1.45	58.8	1.23
Meade	68.0	1.44	47.0	1.23
Menifee	57.3	1.49		1.23
Mercer	70.0	1.48	30.8	1.23
Metcalfe	65.1	1.48	34.7	1.23
Monroe	58.3	1.48	47.8	1.23
Montgomery	78.0	1.49	34.0	1.23
Morgan	72.9	1.50		1.23
Muhlenberg	66.0	1.46	47.1	1.23
Nelson	75.5	1.46	57.1	1.23
Nicholas	72.6	1.48		1.23
Ohio	66.0	1.45	36.6	1.23
Oldham	80.8	1.44	47.0	1.23
Owen	65.8	1.45	40.6	1.23
Owsley	60.0	1.50		1.23
Pendleton	73.5	1.45	43.8	1.23
Perry	45.3	1.51		1.23
Pike	49.1	1.51		1.23
Powell	67.9	1.49		1.23
Pulaski	70.2	1.49	47.5	1.23
Robertson	63.5	1.47		1.23
Rockcastle	75.1	1.49	44.3	1.23
Rowan	72.6	1.49		1.23
Russell	70.5	1.49	44.5	1.23
Scott	74.3	1.47	53.4	1.23
Shelby	77.1	1.45	42.7	1.23
Simpson	72.8	1.48	52.4	1.23
Spencer	76.3	1.45	47.7	1.23
Taylor	77.7	1.47	51.3	1.23
Todd	77.9	1.47	55.5	1.23
Trigg	65.6	1.47	49.9	1.23
Trimble	74.6	1.44	46.2	1.23
Union	91.1	1.44	52.0	1.23
Warren	72.1	1.47	48.3	1.23
Washington	74.8	1.47	39.7	1.23
Wayne	74.5	1.49	44.3	1.23
Webster	77.3	1.45	36.8	1.23
Whitley	55.0	1.50		1.23
Wolfe	65.3	1.50		1.23
Woodford	73.0	1.48	34.7	1.23
State check yield	72.8		48.6	

LOUISIANA (PARISHES)

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Acadia	31.3	1.49	28.8	1.23
Allen	34.2	1.49	26.3	1.23
Ascension	40.1	1.49	23.3	1.23
Assumption	31.1	1.49		1.23
Avoyelles	35.6	1.49	30.8	1.23
Beauregard	33.6	1.49	26.6	1.23
Bienville	25.3	1.49	20.1	1.23
Bossier	38.3	1.49	37.6	1.23
Caddo	35.2	1.49	35.3	1.23
Calcasieu	31.2	1.49	21.0	1.23
Caldwell	32.6	1.49	28.5	1.23
Cameron	33.6	1.49		1.23
Catahoula	37.5	1.49	28.6	1.23
Claiborne	26.1	1.49	21.4	1.23
Concordia	41.9	1.49	35.9	1.23
De Soto	26.6	1.49	33.3	1.23
East Baton Rouge	40.5	1.49	34.8	1.23

LOUISIANA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
East Carroll	48.4	1.49	37.1	1.23
East Feliciana	36.0	1.49	34.2	1.23
Evangeline	30.7	1.49	25.6	1.23
Franklin	31.6	1.49	28.1	1.23
Grant	39.2	1.49	35.2	1.23
Iberia	38.0	1.49	23.4	1.23
Iberville	44.4	1.49	31.8	1.23
Jackson	24.7	1.49	17.2	1.23
Jefferson	43.3	1.49		1.23
Jefferson Davis	28.3	1.49	18.1	1.23
Lafayette	28.8	1.49		1.23
Lafourche	31.3	1.49		1.23
La Salle	31.2	1.49		1.23
Lincoln	22.6	1.49	21.4	1.23
Livingston	39.3	1.49		1.23
Madison	48.1	1.49	38.0	1.23
Morehouse	37.1	1.49	30.7	1.23
Natchitoches	33.5	1.49	36.1	1.23
Orleans		1.49		1.23
Ouachita	35.8	1.49	30.8	1.23
Plaquemines	36.6	1.49		1.23
Pointe Coupee	41.8	1.49	31.4	1.23
Rapides	44.0	1.49	32.7	1.23
Red River	33.6	1.49	27.3	1.23
Richland	28.8	1.49	29.4	1.23
Sabine	28.2	1.49	29.8	1.23
St. Bernard	38.8	1.49		1.23
St. Charles	37.3	1.49	23.4	1.23
St. Helena	34.4	1.49		1.23
St. James	43.9	1.49	41.9	1.23
St. John the Baptist	38.4	1.49		1.23
St. Landry	37.1	1.49	34.2	1.23
St. Martin	29.8	1.49		1.23
St. Mary	37.5	1.49		1.23
St. Tammany	37.7	1.49	28.7	1.23
Tangipahoa	39.5	1.49	31.8	1.23
Tensas	48.2	1.49	34.9	1.23
Terrebonne	29.4	1.49		1.23
Union	25.3	1.49	21.4	1.23
Vermilion	34.2	1.49	23.4	1.23
Vernon	30.2	1.49	23.8	1.23
Washington	34.0	1.49	38.8	1.23
Webster	25.5	1.49	32.4	1.23
West Baton Rouge	44.0	1.49	31.8	1.23
West Carroll	29.2	1.49	31.0	1.23
West Feliciana	38.1	1.49	34.5	1.23
Winn	25.1	1.49	21.4	1.23
State check yield	35.5		31.6	

MAINE

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Androscoggin	74.0	1.60		1.25
Aroostook	67.2	1.60		1.25
Cumberland	71.9	1.60		1.25
Franklin	73.0	1.60		1.25
Hancock	70.0	1.60		1.25
Kennebec	71.1	1.60	56.0	1.25
Knox	72.1	1.60		1.25
Lincoln	72.1	1.60		1.25
Oxford	72.9	1.60		1.25
Penobscot	72.9	1.60		1.25
Piscataquis	74.0	1.60		1.25
Sagadahoc	69.0	1.60		1.25
Somerset	72.9	1.60		1.25
Waldo	69.0	1.60	56.0	1.25
Washington	64.2	1.60		1.25
York	72.0	1.60	48.1	1.25
State check yield	72.1		51.1	

MARYLAND

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Allegany	47.0	1.54		1.25
Anne Arundel	58.0	1.54		1.25
Baltimore	68.1	1.54	52.6	1.25
Calvert	48.7	1.54	42.3	1.25
Caroline	63.5	1.54	48.1	1.25
Carroll	66.6	1.54	52.6	1.25
Cecil	70.6	1.54	52.6	1.25
Charles	50.1	1.54		1.25
Dorchester	71.0	1.54	52.0	1.25
Frederick	68.3	1.54	52.6	1.25
Garrett	50.8	1.54	46.9	1.25
Harford	72.5	1.54	52.6	1.25
Howard	71.7	1.54	52.6	1.25
Kent	70.0	1.54	58.9	1.25
Montgomery	64.0	1.54	52.6	1.25
Prince Georges	48.0	1.54	42.3	1.25
Queen Annes	65.4	1.54	53.2	1.25
St. Marys	58.2	1.54	42.3	1.25
Somerset	64.4	1.54	45.8	1.25
Talbot	71.1	1.54	52.0	1.25
Washington	58.8	1.54	52.6	1.25
Wicomico	66.0	1.54		1.25
Worcester	66.9	1.54	45.8	1.25
State check yield	66.2		52.5	

MASSACHUSETTS

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Barnstable	72.0	1.60	49.4	1.25
Berkshire	77.0	1.60	59.7	1.25
Bristol	74.0	1.60	49.4	1.25
Dukes	72.0	1.60		1.25
Essex	74.0	1.60	44.5	1.25
Franklin	77.0	1.60		1.25
Hampden	75.0	1.60		1.25
Hampshire	78.0	1.60	56.0	1.25
Middlesex	73.0	1.60		1.25
Nantucket	76.0	1.60		1.25
Norfolk	75.0	1.60		1.25
Plymouth	76.0	1.60		1.25
Suffolk		1.60		1.25
Worcester	74.0	1.60	46.3	1.25
State check yield	75.5		52.3	

MICHIGAN

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Alcona	45.3	1.41		1.14
Alger	32.2	1.41		1.14
Allegan	66.5	1.38	37.6	1.14
Alpena	54.4	1.41		1.14

MICHIGAN—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Antrim	51.3	1.41		1.14
Arenac	63.4	1.40		1.14
Baraga	32.2	1.41		1.14
Barry	60.0	1.37		1.14
Bay	77.0	1.39		1.14
Benzie	49.3	1.41		1.14
Berrien	78.7	1.38		1.14
Branch	70.0	1.37	41.8	1.14
Calhoun	67.7	1.37	42.5	1.14
Cass	74.8	1.38	36.4	1.14
Charlevoix	43.8	1.41		1.14
Cheboygan	40.3	1.41		1.14
Chippewa	32.2	1.41		1.14
Clare	62.6	1.39		1.14
Clinton	70.0	1.38	43.4	1.14
Crawford	36.2	1.41		1.14
Delta	50.3	1.41		1.14
Dickinson	49.3	1.41		1.14
Eaton	68.5	1.38	43.2	1.14
Emmet	43.3	1.41		1.14
Genesee	64.4	1.39	35.4	1.14
Gladwin	59.4	1.39		1.14
Gogebic	32.2	1.41		1.14
Grand Traverse	56.7	1.41		1.14
Gratiot	79.2	1.38		1.14
Hillsdale	73.7	1.37		1.14
Houghton	32.2	1.41		1.14
Huron	79.5	1.39		1.14
Ingham	70.0	1.38		1.14
Ionia	68.4	1.38	37.8	1.14
Iosco	55.4	1.40		1.14
Iron	32.3	1.41		1.14
Isabella	66.3	1.38		1.14
Jackson	68.5	1.38		1.14
Kalamazoo	60.0	1.38		1.14
Kalkaska	51.3	1.41		1.14
Kent	62.4	1.39	35.1	1.14
Keweenaw	32.2	1.41		1.14
Lake	46.6	1.40		1.14
Lapeer	64.3	1.39		1.14
Leelanau	50.3	1.41		1.14
Lenawee	87.1	1.38	49.5	1.14
Livingston	63.5	1.39		1.14
Luce	32.2	1.41		1.14
Mackinac	51.3	1.41		1.14
Macomb	63.4	1.39		1.14
Manistee	55.5	1.40		1.14
Marquette	32.2	1.41		1.14
Mason	60.0	1.40		1.14
Mecosta	57.7	1.39		1.14
Menominee	53.0	1.41	31.3	1.14
Midland	69.5	1.38		1.14
Missaukee	61.4	1.40		1.14
Monroe	86.6	1.39	48.4	1.14
Montcalm	68.9	1.38	42.7	1.14
Montmorency	40.3	1.41		1.14
Muskegon	59.2	1.40		1.14
Newaygo	56.4	1.39		1.14
Oakland	61.8	1.39	38.2	1.14
Oceana	56.4	1.40		1.14
Ogemaw	49.8	1.40	30.7	1.14
Ontonagon	32.2	1.41		1.14
Osceola	56.8	1.39		1.14
Oscoda	53.4	1.41		1.14
Otsego	40.3	1.41		1.14
Ottawa	61.4	1.40	34.7	1.14
Presque Isle	40.3	1.41		1.14
Roscommon	35.2	1.40		1.14
Saginaw	74.1	1.38	42.1	1.14

MICHIGAN—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
St. Clair	61.3	1.39		1.14
St. Joseph	73.3	1.37	37.8	1.14
Sanilac	69.2	1.39		1.14
Schoolcraft	32.2	1.41		1.14
Shiawassee	70.0	1.38		1.14
Tuscola	76.2	1.38	45.2	1.14
Van Buren	61.2	1.38	34.6	1.14
Washtenaw	72.0	1.39	37.7	1.14
Wayne	72.0	1.39		1.14
Wexford	56.4	1.40		1.14
State check yield	70.2		41.0	1.14

MINNESOTA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Aitkin	54.0	1.30		1.11
Anoka	63.0	1.32		1.11
Becker	44.9	1.28		1.11
Beltrami	38.5	1.28		1.11
Benton	58.8	1.30		1.11
Big Stone	51.9	1.26	33.8	1.11
Blue Earth	87.0	1.28	57.2	1.11
Brown	80.3	1.28	58.3	1.11
Carlton	49.9	1.31		1.11
Carver	78.2	1.31	60.6	1.11
Cass	43.9	1.29	27.5	1.11
Chippewa	65.7	1.27		1.11
Chisago	65.8	1.32	48.6	1.11
Clay	51.9	1.27		1.11
Clearwater	40.5	1.28		1.11
Cook		1.30		1.11
Cottonwood	75.8	1.27	48.1	1.11
Crow Wing	47.9	1.29	29.8	1.11
Dakota	69.5	1.33	56.0	1.11
Dodge	80.3	1.30		1.11
Douglas	53.9	1.29	38.9	1.11
East Ottertail	46.5	1.28		1.11
East Polk	46.9	1.27		1.11
Faribault	89.8	1.27	59.5	1.11
Fillmore	83.8	1.31	61.7	1.11
Freeborn	85.2	1.28	58.3	1.11
Goodhue	81.0	1.33	61.7	1.11
Grant	53.9	1.28	39.0	1.11
Hennepin	71.8	1.31	54.3	1.11
Houston	91.8	1.33		1.11
Hubbard	42.0	1.28		1.11
Isanti	65.8	1.31		1.11
Itasca	41.0	1.30		1.11
Jackson	83.0	1.26	50.9	1.11
Kanabec	60.0	1.31	36.6	1.11
Kandiyohi	71.3	1.29	49.2	1.11
Kittson	31.9	1.27		1.11
Koochiching	34.0	1.30		1.11
Lac Qui Parle	62.3	1.26	41.2	1.11
Lake		1.30		1.11
Lake of the Woods	31.9	1.28		1.11
Le Sueur	83.8	1.30	58.3	1.11
Lincoln	57.8	1.26	38.8	1.11
Lyon	65.0	1.27	44.6	1,11
McLeod	79.3	1.30	60.6	1.11
Mahnomen	49.9	1.27		1.11
Marshall	38.9	1.27	27.5	1.11
Martin	87.8	1.26	57.2	1.11
Meeker	70.8	1.30	52.6	1.11
Mille Lacs	55.0	1.30		1.11
Morrison	54.9	1.29	35.5	1.11
Mower	77.3	1.30	54.9	1.11
Murray	65.8	1.27	46.3	1.11

MINNESOTA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Nicollet	83.8	1.29	60.6	1.11
Nobles	72.5	1.27	48.6	1.11
Norman	51.9	1.27	33.2	1.11
North St. Louis	36.0	1.30	--------	1.11
Olmsted	80.0	1.31	61.7	1.11
Pennington	41.3	1.27	--------	1.11
Pine	58.0	1.31	36.6	1.11
Pipestone	56.0	1.27	43.5	1.11
Pope	54.9	1.28	37.8	1.11
Ramsey	68.0	1.32	--------	1.11
Red Lake	44.9	1.27	--------	1.11
Redwood	73.8	1.28	50.3	1.11
Renville	75.3	1.29	54.9	1.11
Rice	82.3	1.31	--------	1.11
Rock	67.0	1.28	43.5	1.11
Roseau	31.9	1.27	--------	1.11
Scott	76.0	1.31	58.3	1.11
Sherburne	56.4	1.30	37.0	1.11
Sibley	80.8	1.30	58.3	1.11
South St. Louis	36.0	1.30	--------	1.11
Stearns	55.9	1.30	40.1	1.11
Steele	83.8	1.29	56.0	1.11
Stevens	54.9	1.27	37.8	1.11
Swift	61.3	1.28	40.6	1.11
Todd	50.9	1.29	35.5	1.11
Traverse	51.9	1.26	38.4	1.11
Wabasha	83.8	1.33	61.7	1.11
Wadena	42.9	1.29	27.5	1.11
Waseca	90.8	1.28	59.5	1.11
Washington	68.0	1.33	--------	1.11
Watonwan	81.3	1.27	49.2	1.11
West Ottertail	48.5	1.28	--------	1.11
West Polk	48.0	1.27	33.2	1.11
Wilkin	52.4	1.27	--------	1.11
Winona	83.8	1.33	61.7	1.11
Wright	70.8	1.30	54.9	1.11
Yellow Medicine	67.8	1.27	47.4	1.11
State check yield	71.7	--------	46.6	--------
MISSISSIPPI				
Adams	42.9	1.49	30.2	1.23
Alcorn	48.7	1.49	30.7	1.23
Amite	42.7	1.49	30.6	1.23
Attala	44.7	1.49	33.6	1.23
Benton	43.7	1.49	37.2	1.23
Bolivar	35.3	1.49	37.6	1.23
Calhoun	45.0	1.49	41.0	1.23
Carroll	37.6	1.49	35.6	1.23
Chickasaw	42.4	1.49	32.0	1.23
Choctaw	43.8	1.49	32.0	1.23
Claiborne	49.3	1.49	35.0	1.23
Clarke	39.0	1.49	27.5	1.23
Clay	41.6	1.49	34.6	1.23
Coahoma	45.8	1.49	35.3	1.23
Copiah	47.8	1.49	32.8	1.23
Covington	39.9	1.49	33.0	1.23
De Soto	44.3	1.49	38.9	1.23
Forrest	38.4	1.49	30.7	1.23
Franklin	46.4	1.49	--------	1.23
George	40.5	1.49	27.7	1.23
Greene	36.8	1.49	23.7	1.23
Grenada	44.8	1.49	42.0	1.23
Hancock	44.3	1.49	--------	1.23
Harrison	44.0	1.49	--------	1.23

MISSISSIPPI—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Hinds	46.2	1.49	34.0	1.23
Holmes	44.7	1.49	35.3	1.23
Humphreys	38.2	1.49	39.0	1.23
Issaquena	49.0	1.49	38.7	1.23
Itawamba	43.1	1.49	31.2	1.23
Jackson	43.4	1.49	25.9	1.23
Jasper	37.1	1.49	29.8	1.23
Jefferson	45.2	1.49	30.8	1.23
Jefferson Davis	39.4	1.49	31.2	1.23
Jones	40.9	1.49	31.1	1.23
Kemper	36.2	1.49	27.7	1.23
Lafayette	40.2	1.49	37.8	1.23
Lamar	40.2	1.49	28.1	1.23
Lauderdale	38.2	1.49	32.2	1.23
Lawrence	39.7	1.49	29.0	1.23
Leake	41.2	1.49	33.0	1.23
Lee	39.0	1.49	31.8	1.23
Leflore	38.9	1.49	40.8	1.23
Lincoln	42.0	1.49	30.0	1.23
Lowndes	37.6	1.49	31.8	1.23
Madison	44.4	1.49	36.0	1.23
Marion	41.0	1.49	34.0	1.23
Marshall	42.0	1.49	35.4	1.23
Monroe	38.9	1.49	31.9	1.23
Montgomery	44.5	1.49	34.9	1.23
Neshoba	44.8	1.49	30.6	1.23
Newton	44.9	1.49	32.3	1.23
Noxubee	41.1	1.49	35.2	1.23
Oktibbeha	43.8	1.49	35.6	1.23
Panola	50.7	1.49	40.9	1.23
Pearl River	42.4	1.49	31.8	1.23
Perry	38.7	1.49	29.4	1.23
Pike	41.7	1.49	34.2	1.23
Pontotoc	43.0	1.49	32.6	1.23
Prentiss	45.3	1.49	33.8	1.23
Quitman	42.3	1.49	39.6	1.23
Rankin	46.6	1.49	31.1	1.23
Scott	44.8	1.49	30.9	1.23
Sharkey	48.6	1.49	36.3	1.23
Simpson	42.9	1.49	35.5	1.23
Smith	45.9	1.49	30.7	1.23
Stone	43.3	1.49	31.1	1.23
Sunflower	36.2	1.49	39.0	1.23
Tallahatchie	41.1	1.49	40.9	1.23
Tate	46.7	1.49	37.6	1.23
Tippah	47.6	1.49	31.2	1.23
Tishomingo	40.9	1.49	30.8	1.23
Tunica	41.7	1.49	39.3	1.23
Union	45.4	1.49	30.0	1.23
Walthall	41.8	1.49	33.3	1.23
Warren	47.9	1.49	35.9	1.23
Washington	45.4	1.49	37.7	1.23
Wayne	38.7	1.49	30.8	1.23
Webster	45.7	1.49	34.7	1.23
Wilkinson	43.6	1.49	30.2	1.23
Winston	39.9	1.49	31.5	1.23
Yalobusha	48.1	1.49	36.3	1.23
Yazoo	41.4	1.49	39.2	1.23
State check yield	42.9	--------	35.0	--------
MISSOURI				
Adair	66.6	1.36	59.6	1.15
Andrew	74.0	1.37	60.8	1.20
Atchison	81.1	1.36	70.6	1.18
Audrain	65.6	1.39	57.4	1.15

MISSOURI—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Barry	51.5	1.44	37.6	1.16
Barton	55.0	1.43	54.1	1.19
Bates	60.2	1.40	55.7	1.21
Benton	54.7	1.41	54.6	1.19
Bollinger	49.6	1.43	46.9	1.27
Boone	65.0	1.40	52.4	1.16
Buchanan	72.8	1.39	55.4	1.21
Butler	48.3	1.43	42.5	1.28
Caldwell	67.9	1.38	57.1	1.21
Callaway	64.4	1.40	54.9	1.14
Camden	44.0	1.42	38.3	1.14
Cape Girardeau	69.8	1.42	54.7	1.27
Carroll	84.7	1.38	63.1	1.21
Carter	47.2	1.44	38.6	1.17
Cass	66.7	1.40	59.4	1.21
Cedar	54.5	1.42	47.1	1.20
Chariton	78.6	1.38	57.3	1.20
Christian	49.2	1.44	39.1	1.16
Clark	77.1	1.36	58.9	1.14
Clay	73.3	1.40	54.5	1.21
Clinton	68.5	1.40	56.9	1.21
Cole	64.5	1.41	52.6	1.14
Cooper	69.4	1.40	65.8	1.18
Crawford	47.9	1.42	41.5	1.17
Dade	52.8	1.43	47.1	1.18
Dallas	46.9	1.43	44.6	1.16
Daviess	69.5	1.37	50.1	1.20
De Kalb	71.0	1.38	49.9	1.20
Dent	43.6	1.43	37.8	1.15
Douglas	45.7	1.44	39.2	1.17
Dunklin	62.0	1.43	46.0	1.29
Franklin	57.9	1.41	49.5	1.19
Gasconade	58.3	1.41	51.0	1.17
Gentry	71.9	1.37	51.9	1.19
Greene	55.5	1.43	48.5	1.16
Grundy	68.5	1.36	52.7	1.19
Harrison	67.5	1.35	49.9	1.18
Henry	58.9	1.40	56.9	1.20
Hickory	46.5	1.42	44.4	1.19
Holt	79.4	1.37	64.0	1.19
Howard	67.5	1.39	53.1	1.18
Howell	46.2	1.44	42.5	1.20
Iron	44.1	1.43	41.5	1.25
Jackson	72.5	1.40	62.5	1.21
Jasper	57.1	1.43	51.1	1.18
Jefferson	57.9	1.41	49.3	1.24
Johnson	65.5	1.40	58.3	1.20
Knox	72.0	1.37	57.3	1.14
Laclede	44.2	1.43	44.3	1.14
Lafayette	80.4	1.39	67.1	1.21
Lawrence	53.8	1.43	41.9	1.16
Lewis	73.8	1.37	61.8	1.14
Lincoln	66.4	1.39	58.4	1.13
Linn	69.6	1.37	52.4	1.19
Livingston	69.5	1.37	56.5	1.20
McDonald	48.9	1.44	39.1	1.16
Macon	68.8	1.38	52.6	1.18
Madison	46.0	1.43	36.3	1.25
Maries	48.0	1.42	43.0	1.16
Marion	71.7	1.37	55.4	1.14
Mercer	64.6	1.35	49.8	1.18
Miller	56.5	1.42	48.7	1.14
Mississippi	91.6	1.43	53.6	1.28
Moniteau	61.2	1.41	61.9	1.15
Monroe	67.6	1.38	58.9	1.16
Montgomery	65.1	1.40	57.3	1.17
Morgan	56.0	1.41	50.3	1.16
New Madrid	74.0	1.43	46.3	1.28
Newton	49.5	1.44	42.6	1.16
Nodaway	75.0	1.36	60.9	1.19
Oregon	46.5	1.44	41.0	1.22
Osage	65.3	1.41	48.3	1.16
Ozark	44.5	1.44	43.5	1.19
Pemiscot	70.7	1.43	53.6	1.29
Perry	69.8	1.42	63.2	1.24
Pettis	63.6	1.40	60.4	1.19
Phelps	46.9	1.43	41.5	1.16
Pike	67.2	1.38	56.3	1.13
Platte	72.0	1.40	62.9	1.21
Polk	52.2	1.43	43.4	1.18
Pulaski	49.0	1.43	40.0	1.15
Putnam	61.5	1.35	49.0	1.17
Ralls	68.0	1.38	57.1	1.15
Randolph	64.8	1.38	50.6	1.18
Ray	73.6	1.39	58.2	1.21
Reynolds	48.3	1.43	38.6	1.15
Ripley	46.0	1.44	39.7	1.28
St. Charles	69.1	1.40	56.8	1.19
St. Clair	51.2	1.41	51.6	1.20
St. Francois	51.9	1.42	42.6	1.25
St. Louis	63.3	1.41	60.3	1.20
Ste. Genevieve	68.5	1.41	65.0	1.24
Saline	85.1	1.39	65.0	1.20
Schuyler	68.6	1.35	54.1	1.14
Scotland	71.3	1.35	54.0	1.14
Scott	70.0	1.43	48.0	1.28
Shannon	47.0	1.43	36.8	1.17
Shelby	72.6	1.38	54.1	1.16
Stoddard	75.2	1.43	51.7	1.28
Stone	41.8	1.44	44.9	1.16
Sullivan	65.1	1.36	52.0	1.18
Taney	43.5	1.44	43.3	1.16
Texas	46.8	1.43	39.7	1.17
Vernon	56.5	1.41	53.9	1.20
Warren	64.5	1.40	54.1	1.18
Washington	50.2	1.42	46.9	1.24
Wayne	46.6	1.43	45.1	1.28
Webster	47.2	1.43	45.7	1.16
Worth	70.5	1.36	50.7	1.18
Wright	45.1	1.43	42.0	1.17
State check yield	69.0	----------	54.1	----------

MONTANA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Beaverhead	----------	1.43	----------	----------
Big Horn	70.3	1.43	----------	----------
Blaine	60.0	1.43	----------	----------
Broadwater	83.8	1.43	----------	----------
Carbon	86.4	1.43	----------	----------
Carter	20.9	1.43	----------	----------
Cascade	86.0	1.43	----------	----------
Chouteau	41.8	1.43	----------	----------
Custer	71.2	1.43	----------	----------
Daniels	21.1	1.43	----------	----------
Dawson	71.9	1.43	----------	----------
Deer Lodge	----------	1.43	----------	----------
Fallon	22.5	1.43	----------	----------
Fergus	32.1	1.43	----------	----------
Flathead	49.6	1.43	----------	----------
Gallatin	73.4	1.43	----------	----------
Garfield	22.0	1.43	----------	----------
Glacier	----------	1.43	----------	----------
Golden Valley	25.4	1.43	----------	----------
Granite	----------	1.43	----------	----------
Hill	32.3	1.43	----------	----------

Montana—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Jefferson	54.4	1.43	--------	--------
Judith Basin	37.3	1.43	--------	--------
Lake	57.5	1.43	--------	--------
Lewis and Clark	79.9	1.43	--------	--------
Liberty	32.3	1.43	--------	--------
Lincoln	--------	1.43	--------	--------
McCone	19.5	1.43	--------	--------
Madison	47.5	1.43	--------	--------
Meagher	--------	1.43	--------	--------
Mineral	57.5	1.43	--------	--------
Missoula	57.5	1.43	--------	--------
Musselshell	44.1	1.43	--------	--------
Park	--------	1.43	--------	--------
Petroleum	51.6	1.43	--------	--------
Phillips	50.4	1.43	--------	--------
Pondera	49.5	1.43	--------	--------
Powder River	22.3	1.43	--------	--------
Powell	60.9	1.43	--------	--------
Prairie	73.5	1.43	--------	--------
Ravalli	67.8	1.43	--------	--------
Richland	61.5	1.43	--------	--------
Roosevelt	52.1	1.43	29.8	1.08
Rosebud	67.2	1.43	35.6	1.08
Sanders	57.5	1.43	--------	--------
Sheridan	28.3	1.43	--------	--------
Silver Bow	--------	1.43	--------	--------
Stillwater	80.2	1.43	--------	--------
Sweet Grass	57.4	1.43	--------	--------
Teton	49.5	1.43	--------	--------
Toole	39.0	1.43	--------	--------
Treasure	80.0	1.43	--------	--------
Valley	80.0	1.43	29.8	1.08
Wheatland	--------	1.43	--------	--------
Wibaux	24.8	1.43	--------	--------
Yellowstone	81.4	1.43	--------	--------
State check yield	61.2	--------	31.9	--------

Nebraska

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	82.8	1.33	70.9	1.14
Antelope	57.5	1.32	62.0	1.13
Arthur	24.0	1.36	27.3	1.13
Banner	34.5	1.39	23.5	1.13
Blaine	42.2	1.33	28.7	1.13
Boone	66.1	1.33	59.7	1.13
Box Butte	50.0	1.38	30.2	1.13
Boyd	36.8	1.30	45.2	1.13
Brown	62.7	1.32	40.1	1.13
Buffalo	75.6	1.33	55.2	1.13
Burt	79.3	1.34	84.7	1.15
Butler	70.8	1.33	76.3	1.15
Cass	67.5	1.34	78.5	1.17
Cedar	58.2	1.32	62.8	1.13
Chase	49.8	1.36	43.8	1.13
Cherry	23.3	1.34	20.2	1.13
Cheyenne	51.4	1.38	28.7	1.13
Clay	95.8	1.33	72.0	1.14
Colfax	71.7	1.33	72.8	1.15
Cuming	72.9	1.33	80.1	1.15
Custer	59.5	1.34	51.7	1.13
Dakota	65.9	1.32	68.2	1.14
Dawes	28.3	1.38	20.9	1.13
Dawson	95.2	1.33	63.4	1.13
Deuel	67.5	1.38	28.1	1.13
Dixon	62.8	1.32	65.2	1.13
Dodge	76.1	1.33	81.9	1.15
Douglas	77.5	1.34	73.0	1.15
Dundy	41.2	1.36	37.2	1.13
Fillmore	80.3	1.33	69.4	1.16
Franklin	74.5	1.33	56.2	1.13
Frontier	39.3	1.34	38.2	1.13
Furnas	64.3	1.34	51.7	1.13
Gage	55.9	1.34	66.5	1.18
Garden	63.9	1.37	26.8	1.13
Garfield	57.6	1.33	49.5	1.13
Gosper	76.0	1.34	50.4	1.13
Grant	--------	1.35	--------	1.13
Greeley	55.7	1.33	53.2	1.13
Hall	94.5	1.33	74.6	1.13
Hamilton	99.0	1.33	78.7	1.13
Harlan	65.6	1.33	56.7	1.13
Hayes	35.7	1.36	32.9	1.13
Hitchcock	60.3	1.36	37.7	1.13
Holt	54.4	1.31	50.9	1.13
Hooker	22.6	1.34	26.6	1.13
Howard	72.5	1.33	58.2	1.13
Jefferson	53.7	1.34	65.3	1.16
Johnson	57.7	1.34	70.7	1.18
Kearney	89.8	1.33	74.2	1.13
Keith	74.6	1.37	37.4	1.13
Keya Paha	32.9	1.32	33.5	1.13
Kimball	47.7	1.39	21.7	1.13
Knox	50.2	1.31	53.7	1.13
Lancaster	57.2	1.33	74.3	1.17
Lincoln	60.3	1.35	39.7	1.13
Logan	44.5	1.35	46.5	1.13
Loup	59.2	1.33	45.2	1.13
McPherson	25.7	1.35	39.6	1.13
Madison	65.0	1.33	63.2	1.14
Merrick	92.0	1.33	71.1	1.13
Morrill	66.8	1.39	23.3	1.13
Nance	59.0	1.33	60.1	1.13
Nemaha	69.0	1.34	76.0	1.18
Nuckolls	71.0	1.33	54.9	1.14
Otoe	64.5	1.34	72.0	1.17
Pawnee	52.4	1.35	67.8	1.18
Perkins	37.5	1.36	32.6	1.13
Phelps	90.2	1.33	69.8	1.13
Pierce	58.3	1.32	59.8	1.14
Platte	68.8	1.33	71.0	1.15
Polk	85.2	1.33	78.8	1.14
Redwillow	64.7	1.35	48.3	1.13
Richardson	65.0	1.35	75.9	1.18
Rock	43.3	1.32	32.8	1.13
Saline	62.5	1.33	67.3	1.17
Sarpy	73.6	1.34	74.8	1.16
Saunders	74.6	1.33	78.8	1.15
Scotts Bluff	78.6	1.39	41.5	1.13
Seward	71.8	1.33	75.7	1.15
Sheridan	30.6	1.37	25.4	1.13
Sherman	52.5	1.33	45.4	1.13
Sioux	63.1	1.39	21.0	1.13
Stanton	65.6	1.33	68.3	1.15
Thayer	80.1	1.33	68.3	1.16
Thomas	42.8	1.34	31.2	1.13
Thurston	66.2	1.33	75.8	1.15
Valley	65.1	1.33	53.6	1.13
Washington	79.6	1.34	81.9	1.15
Wayne	61.8	1.32	68.9	1.13
Webster	56.7	1.33	52.1	1.13
Wheeler	49.9	1.33	46.3	1.13
York	89.5	1.33	77.0	1.14
State check yield	69.7	--------	63.6	--------

Nevada

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Churchill	75.1	1.56	40.1	1.14
Clark	74.1	1.56	67.5	1.14
Douglas		1.56		1.14
Elko		1.56		1.14
Esmeralda	73.5	1.56	27.3	1.14
Eureka		1.56		1.14
Humboldt	75.1	1.56	27.4	1.14
Lander		1.56		1.14
Lincoln	74.1	1.56	67.5	1.14
Lyon	75.1	1.56	40.1	1.14
Mineral		1.56		1.14
Nye	74.1	1.56	67.5	1.14
Ormsby		1.56		1.14
Pershing	76.3	1.56	31.0	1.14
Storey	75.0	1.56		1.14
Washoe	75.0	1.56	27.9	1.14
White Pine	74.1	1.56		1.14
State check yield	74.9		54.2	

New Hampshire

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Belknap	77.9	1.60		
Carroll	57.0	1.60		
Cheshire	70.1	1.60		
Coos	79.2	1.60		
Grafton	71.4	1.60		
Hillsborough	69.6	1.60		
Merrimack	74.9	1.60		
Rockingham	68.9	1.60		
Strafford	73.1	1.60		
Sullivan	80.3	1.60		
State check yield	72.6			

New Jersey

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Atlantic	70.0	1.56	49.3	1.25
Bergen	70.9	1.56	50.1	1.25
Burlington	78.3	1.56	52.5	1.25
Camden	70.3	1.56	44.9	1.25
Cape May	70.0	1.56	48.5	1.25
Cumberland	75.5	1.56	51.2	1.25
Essex	70.8	1.56	53.3	1.25
Gloucester	70.0	1.56	47.7	1.25
Hudson		1.56	57.6	1.25
Hunterdon	76.3	1.56	57.6	1.25
Mercer	78.2	1.56	59.7	1.25
Middlesex	78.3	1.56	53.3	1.25
Monmouth	78.4	1.56	57.0	1.25
Morris	78.0	1.56	62.9	1.25
Ocean	76.8	1.56	56.0	1.25
Passaic	70.9	1.56	55.4	1.25
Salem	75.5	1.56	50.9	1.25
Somerset	76.2	1.56	58.9	1.25
Sussex	78.6	1.56	62.4	1.25
Union	70.5	1.56	55.4	1.25
Warren	79.5	1.56	60.5	1.25
State check yield	77.0		56.5	

New Mexico

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Bernalillo	64.4	1.52	53.2	1.18
Catron	47.2	1.52	27.6	1.18
Chaves	73.2	1.52	79.6	1.18
Colfax	31.0	1.52	42.2	1.18
Curry	69.6	1.52	72.8	1.19
De Baca	66.3	1.52	82.8	1.18
Dona Ana	76.0	1.52	86.1	1.18
Eddy	66.0	1.52	84.5	1.18
Grant	71.2	1.52	83.2	1.18
Guadalupe	48.2	1.52	54.0	1.18
Harding	21.0	1.52	33.9	1.18
Hidalgo	91.8	1.52	101.0	1.19
Lee	68.0	1.52	61.0	1.19
Lincoln	30.1	1.52	40.8	1.18
Luna	92.0	1.52	98.4	1.19
McKinley	18.6	1.52	20.7	1.18
Mora	32.1	1.52	36.7	1.18
Otero	63.3	1.52	78.0	1.18
Quay	49.1	1.52	52.3	1.18
Rio Arriba	30.0	1.52	23.0	1.18
Roosevelt	72.7	1.52	43.5	1.18
Sandoval	36.1	1.52	34.5	1.18
San Juan	59.0	1.52	39.5	1.18
San Miguel	40.4	1.52	45.2	1.18
Santa Fe	54.6	1.52	28.7	1.18
Sierra	58.4	1.52	78.5	1.18
Socorro	47.0	1.52	55.0	1.18
Taos	32.1	1.52	28.7	1.18
Torrance	44.0	1.52	38.4	1.18
Union	31.2	1.52	36.1	1.18
Valencia	31.1	1.52	57.1	1.18
State check yield	53.8		61.9	

New York

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Albany	64.7	1.55	50.1	1.25
Allegany	72.3	1.55	50.1	1.25
Broome	72.1	1.55	50.1	1.25
Cattaraugus	75.1	1.55	50.1	1.25
Cayuga	68.0	1.55	50.1	1.25
Chautauqua	74.7	1.55	50.1	1.25
Chemung	73.7	1.55	50.1	1.25
Chenango	65.2	1.55	50.1	1.25
Clinton	55.1	1.55	50.1	1.25
Columbia	59.8	1.55	50.1	1.25
Cortland	67.2	1.55	50.1	1.25
Delaware	60.4	1.55	50.1	1.25
Dutchess	61.8	1.55	50.1	1.25
Erie	76.3	1.55	50.1	1.25
Essex	55.6	1.55	50.1	1.25
Franklin	54.0	1.55	50.1	1.25
Fulton	65.6	1.55	50.1	1.25
Genesee	68.9	1.55	50.1	1.25
Greene	61.0	1.55	50.1	1.25
Hamilton		1.55	50.1	1.25
Herkimer	64.1	1.55	50.1	1.25
Jefferson	57.8	1.55	50.1	1.25
Lewis	55.9	1.55	50.1	1.25
Livingston	73.7	1.55	50.1	1.25
Madison	63.9	1.55	50.1	1.25
Monroe	71.6	1.55	50.1	1.25
Montgomery	68.6	1.55	50.1	1.25
Nassau		1.55	50.1	1.25

NEW YORK—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
New York City	-----	1.55	50.1	1.25
Niagara	76.5	1.55	50.1	1.25
Oneida	66.2	1.55	50.1	1.25
Onondaga	67.3	1.55	50.1	1.25
Ontario	77.2	1.55	50.1	1.25
Orange	66.9	1.55	50.1	1.25
Orleans	77.1	1.55	50.1	1.25
Oswego	61.6	1.55	50.1	1.25
Otsego	67.3	1.55	50.1	1.25
Putnam	67.7	1.55	50.1	1.25
Rensselaer	64.4	1.55	50.1	1.25
Richmond	-----	1.55	50.1	1.25
Rockland	61.7	1.55	50.1	1.25
St. Lawrence	54.2	1.55	50.1	1.25
Saratoga	63.0	1.55	50.1	1.25
Schenectady	62.1	1.55	50.1	1.25
Schoharie	74.2	1.55	50.1	1.25
Schuyler	67.7	1.55	50.1	1.25
Seneca	72.2	1.55	50.1	1.25
Steuben	71.4	1.55	50.1	1.25
Suffolk	61.2	1.55	50.1	1.25
Sullivan	58.1	1.55	50.1	1.25
Tioga	72.0	1.55	50.1	1.25
Tompkins	70.2	1.55	50.1	1.25
Ulster	62.8	1.55	50.1	1.25
Warren	59.8	1.55	50.1	1.25
Washington	68.4	1.55	50.1	1.25
Wayne	69.4	1.55	50.1	1.25
Westchester	67.8	1.55	50.1	1.25
Wyoming	71.5	1.55	50.1	1.25
Yates	67.8	1.55	50.1	1.25
State check yield	68.0	-----	50.1	-----

NORTH CAROLINA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Alamance	60.1	1.54	43.9	1.25
Alexander	54.0	1.54	39.3	1.25
Alleghany	68.1	1.54	-----	1.25
Anson	52.4	1.54	45.4	1.25
Ashe	72.1	1.54	49.7	1.25
Avery	67.4	1.54	-----	1.25
Beaufort	77.6	1.54	49.9	1.25
Bertie	72.6	1.54	47.1	1.25
Bladen	66.2	1.54	47.1	1.25
Brunswick	60.5	1.54	43.8	1.25
Buncombe	61.8	1.54	47.4	1.25
Burke	65.0	1.54	44.0	1.25
Cabarrus	51.7	1.54	46.2	1.25
Caldwell	58.3	1.54	41.3	1.25
Camden	93.3	1.54	47.1	1.25
Carteret	76.7	1.54	43.5	1.25
Caswell	51.9	1.54	35.9	1.25
Catawba	53.5	1.54	41.7	1.25
Chatham	54.4	1.54	44.1	1.25
Cherokee	55.9	1.54	35.0	1.25
Chowan	70.8	1.54	49.4	1.25
Clay	67.0	1.54	37.9	1.25
Cleveland	53.2	1.54	39.3	1.25
Columbus	71.7	1.54	46.0	1.25
Craven	74.5	1.54	50.5	1.25
Cumberland	62.6	1.54	41.5	1.25
Currituck	92.1	1.54	49.4	1.25
Dare	69.6	1.54	-----	1.25
Davidson	58.0	1.54	44.7	1.25
Davie	54.3	1.54	43.8	1.25
Duplin	69.0	1.54	39.3	1.25

NORTH CAROLINA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Durham	60.8	1.54	43.0	1.25
Edgecombe	64.9	1.54	51.4	1.25
Forsyth	54.4	1.54	38.7	1.25
Franklin	58.8	1.54	36.1	1.25
Gaston	50.1	1.54	38.7	1.25
Gates	66.4	1.54	44.9	1.25
Graham	53.4	1.54	-----	1.25
Granville	47.3	1.54	36.1	1.25
Greene	74.8	1.54	51.9	1.25
Guilford	53.7	1.54	47.4	1.25
Halifax	65.0	1.54	44.0	1.25
Harnett	63.6	1.54	39.3	1.25
Haywood	62.9	1.54	46.3	1.25
Henderson	64.2	1.54	48.6	1.25
Hertford	72.1	1.54	40.0	1.25
Hoke	60.4	1.54	33.7	1.25
Hyde	92.3	1.54	50.5	1.25
Iredell	53.5	1.54	38.2	1.25
Jackson	58.2	1.54	28.6	1.25
Johnston	64.8	1.54	43.9	1.25
Jones	72.8	1.54	33.1	1.25
Lee	54.2	1.54	37.0	1.25
Lenoir	76.4	1.54	44.9	1.25
Lincoln	51.5	1.54	41.7	1.25
McDowell	66.9	1.54	49.4	1.25
Macon	62.8	1.54	-----	1.25
Madison	61.7	1.54	44.3	1.25
Martin	73.2	1.54	42.9	1.25
Mecklenburg	49.6	1.54	40.0	1.25
Mitchell	64.5	1.54	-----	1.25
Montgomery	49.9	1.54	37.4	1.25
Moore	50.4	1.54	36.1	1.25
Nash	65.7	1.54	41.5	1.25
New Hanover	60.8	1.54	29.7	1.25
Northampton	65.4	1.54	45.4	1.25
Onslow	70.2	1.54	43.2	1.25
Orange	59.6	1.54	42.6	1.25
Pamlico	86.4	1.54	51.3	1.25
Pasquotank	92.1	1.54	46.0	1.25
Pender	72.5	1.54	42.6	1.25
Perquimans	92.3	1.54	44.3	1.25
Person	47.6	1.54	38.7	1.25
Pitt	71.5	1.54	47.9	1.25
Polk	52.2	1.54	37.0	1.25
Randolph	55.1	1.54	49.3	1.25
Richmond	47.4	1.54	38.2	1.25
Robeson	69.2	1.54	43.8	1.25
Rockingham	49.8	1.54	40.4	1.25
Rowan	61.0	1.54	45.7	1.25
Rutherford	57.6	1.54	44.7	1.25
Sampson	68.6	1.54	46.0	1.25
Scotland	60.2	1.54	38.7	1.25
Stanly	61.2	1.54	47.9	1.25
Stokes	53.0	1.54	35.9	1.25
Surry	58.5	1.54	44.7	1.25
Swain	62.3	1.54	-----	1.25
Transylvania	70.9	1.54	-----	1.25
Tyrrell	83.1	1.54	49.2	1.25
Union	60.3	1.54	51.8	1.25
Vance	48.7	1.54	35.9	1.25
Wake	56.3	1.54	42.9	1.25
Warren	47.6	1.54	41.7	1.25
Washington	77.1	1.54	44.9	1.25
Watauga	73.9	1.54	-----	1.25
Wayne	74.1	1.54	50.5	1.25
Wilkes	57.2	1.54	48.6	1.25
Wilson	71.3	1.54	47.3	1.25

NORTH CAROLINA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Yadkin	57.0	1.54	39.3	1.25
Yancey	64.1	1.54	----------	1.25
State check yield	67.0	----------	46.1	----------

NORTH DAKOTA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	28.0	1.27	16.1	1.09
Barnes	37.0	1.27	25.2	1.09
Benson	31.2	1.27	24.1	1.09
Billings	27.1	1.27	----------	1.09
Bottineau	25.1	1.27	----------	1.09
Bowman	28.3	1.27	----------	1.09
Burke	21.4	1.27	----------	1.09
Burleigh	30.8	1.27	----------	1.09
Cass	41.8	1.27	32.1	1.09
Cavalier	31.0	1.27	----------	1.09
Dickey	37.9	1.27	24.1	1.09
Divide	20.3	1.27	----------	1.09
Dunn	29.0	1.27	----------	1.09
Eddy	29.6	1.27	----------	1.09
Emmons	33.3	1.27	19.5	1.09
Foster	32.6	1.27	25.2	1.09
Golden Valley	27.4	1.27	17.3	1.09
Grand Forks	42.0	1.27	29.8	1.09
Grant	29.6	1.27	17.3	1.09
Griggs	36.0	1.27	24.1	1.09
Hettinger	27.5	1.27	17.3	1.09
Kidder	30.8	1.27	----------	1.09
La Moure	35.6	1.27	24.1	1.09
Logan	31.0	1.27	20.7	1.09
McHenry	32.9	1.27	21.8	1.09
McIntosh	33.1	1.27	----------	1.09
McKenzie	29.0	1.27	----------	1.09
McLean	29.7	1.27	----------	1.09
Mercer	29.7	1.27	20.7	1.09
Morton	29.6	1.27	----------	1.09
Mountrail	21.7	1.27	----------	1.09
Nelson	31.0	1.27	----------	1.09
Oliver	29.0	1.27	20.7	1.09
Pembina	39.7	1.27	----------	1.09
Pierce	36.0	1.27	----------	1.09
Ramsey	28.4	1.27	21.8	1.09
Ransom	37.6	1.27	26.4	1.09
Renville	23.9	1.27	----------	1.09
Richland	54.3	1.27	33.2	1.09
Rolette	24.1	1.27	----------	1.09
Sargent	41.2	1.27	27.5	1.09
Sheridan	30.5	1.27	21.8	1.09
Sioux	29.6	1.27	16.1	1.09
Slope	27.4	1.27	17.3	1.09
Stark	29.0	1.27	17.3	1.09
Steele	37.0	1.27	25.2	1.09
Stutsman	35.6	1.27	----------	1.09
Towner	24.1	1.27	----------	1.09
Traill	40.7	1.27	27.5	1.09
Walsh	40.0	1.27	----------	1.09
Ward	28.1	1.27	----------	1.09
Wells	35.8	1.27	24.1	1.09
Williams	21.9	1.27	----------	1.09
State check yield	35.4	----------	22.2	----------

OHIO

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	78.6	1.42	52.6	1.17
Allen	84.8	1.38	61.0	1.17
Ashland	80.1	1.42	----------	1.17
Ashtabula	74.5	1.49	51.7	1.17
Athens	68.1	1.45	----------	1.17
Auglaize	80.5	1.38	61.0	1.17
Belmont	65.4	1.47	----------	1.17
Brown	77.9	1.42	49.7	1.17
Butler	79.4	1.39	54.7	1.17
Carroll	69.4	1.46	----------	1.17
Champaign	88.1	1.39	64.0	1.17
Clark	93.9	1.39	61.0	1.17
Clermont	69.9	1.41	48.7	1.17
Clinton	95.0	1.40	64.9	1.17
Columbiana	75.3	1.49	----------	1.17
Coshocton	85.8	1.43	----------	1.17
Crawford	86.9	1.39	----------	1.17
Cuyahoga	69.6	1.45	----------	1.17
Darke	90.2	1.37	59.0	1.17
Defiance	89.8	1.37	54.2	1.17
Delaware	81.8	1.39	58.1	1.17
Erie	92.2	1.41	65.4	1.17
Fairfield	87.7	1.42	60.4	1.17
Fayette	91.5	1.40	----------	1.17
Franklin	79.5	1.39	56.3	1.17
Fulton	95.0	1.39	----------	1.17
Gallia	74.2	1.43	50.6	1.17
Geauga	75.2	1.47	----------	1.17
Greene	95.0	1.39	61.0	1.17
Guernsey	67.7	1.45	51.0	1.17
Hamilton	84.2	1.40	----------	1.17
Hancock	90.8	1.39	----------	1.17
Hardin	81.6	1.39	61.1	1.17
Harrison	68.6	1.47	----------	1.17
Henry	95.0	1.38	----------	1.17
Highland	86.2	1.40	58.5	1.17
Hocking	75.2	1.43	54.9	1.17
Holmes	81.8	1.43	----------	1.17
Huron	86.5	1.41	----------	1.17
Jackson	74.5	1.42	50.3	1.17
Jefferson	62.0	1.48	----------	1.17
Knox	80.7	1.41	55.6	1.17
Lake	71.3	1.47	52.6	1.17
Lawrence	72.8	1.43	----------	1.17
Licking	83.9	1.41	58.5	1.17
Logan	75.7	1.39	58.5	1.17
Lorain	81.8	1.42	----------	1.17
Lucas	94.9	1.40	63.8	1.17
Madison	90.6	1.39	61.0	1.17
Mahoning	78.8	1.49	----------	1.17
Marion	86.1	1.39	61.0	1.17
Medina	83.3	1.44	----------	1.17
Meigs	64.8	1.44	----------	1.17
Mercer	80.5	1.37	55.6	1.17
Miami	84.0	1.38	61.0	1.17
Monroe	67.6	1.48	----------	1.17
Montgomery	84.4	1.38	----------	1.17
Morgan	70.0	1.45	49.7	1.17
Morrow	78.4	1.40	----------	1.17
Muskingum	75.2	1.43	54.4	1.17
Noble	66.6	1.46	50.8	1.17
Ottawa	83.1	1.40	60.1	1.17

OHIO—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Paulding	89.8	1.37	53.8	1.17
Perry	72.9	1.44	-----	1.17
Pickaway	88.3	1.40	60.6	1.17
Pike	79.5	1.41	-----	1.17
Portage	77.2	1.47		1.17
Preble	88.8	1.38	56.0	1.17
Putnam	91.1	1.38	60.1	1.17
Richland	77.2	1.40	-----	1.17
Ross	80.8	1.41	62.7	1.17
Sandusky	91.1	1.40	64.3	1.17
Scioto	73.7	1.42	51.7	1.17
Seneca	87.7	1.39	59.2	1.17
Shelby	81.0	1.38	55.8	1.17
Stark	76.6	1.46	-----	1 17
Summit	70.2	1.45	-----	1.17
Trumbull	75.6	1.49	-----	1.17
Tuscarawas	78.6	1.45	59.7	1.17
Union	78.6	1.39	56.0	1.17
Van Wert	92.4	1.37	58.8	1.17
Vinton	67.1	1.43	49.2	1.17
Warren	78.9	1.40	55.7	1.17
Washington	73.9	1.47	-----	1.17
Wayne	88.8	1.44	59.0	1.17
Williams	85.3	1.38	54.2	1.17
Wood	94.2	1.41	62.4	1.17
Wyandot	85.3	1.39	55.8	1.17
State check yield	85.7	-----	57.9	-----

OKLAHOMA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adair	37.5	1.46	30.7	1.12
Alfalfa	28.4	1.46	29.6	1.15
Atoka	32.2	1.46	26.7	1.18
Beaver	45.4	1.46	33.3	1.15
Beckham	30.8	1.46	29.2	1.18
Blaine	32.5	1.46	35.5	1.16
Bryan	36.1	1.46	34.7	1.19
Caddo	31.7	1.46	39.3	1.16
Canadian	37.0	1.46	36.3	1.16
Carter	28.2	1.46	28.0	1.18
Cherokee	32.2	1.46	30.8	1.16
Choctaw	27.5	1.46	28.7	1.18
Cimarron	40.0	1.46	34.1	1.15
Cleveland	39.5	1.46	33.7	1.16
Coal	32.9	1.46	36.3	1.16
Comanche	33.6	1.46	26.8	1.17
Cotton	50.8	1.46	32.8	1.18
Craig	33.0	1.46	33.4	1.17
Creek	33.0	1.46	30.6	1.16
Custer	34.8	1.46	39.0	1.16
Delaware	32.3	1.46	34.0	1.16
Dewey	28.7	1.46	25.6	1.15
Ellis	26.6	1.46	24.5	1.15
Garfield	28.6	1.46	28.9	1.16
Garvin	46.0	1.46	36.0	1.16
Grady	35.7	1.46	36.4	1.16
Grant	26.6	1.46	29.3	1.14
Greer	34.0	1.46	38.5	1.18
Harmon	29.7	1.46	46.0	1.19
Harper	23.3	1.46	27.3	1.14
Haskell	36.8	1.46	33.2	1.12
Hughes	39.6	1.46	32.2	1.16
Jackson	36.4	1.46	49.1	1.18
Jefferson	31.4	1.46	30.6	1.19
Johnston	34.9	1.46	33.4	1.18

OKLAHOMA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Kay	39.0	1.46	39.2	1.13
Kingfisher	37.7	1.46	35.4	1.16
Kiowa	28.9	1.46	31.6	1.17
Latimer	25.1	1.46	26.8	1.12
Le Flore	30.8	1.46	29.4	1.12
Lincoln	33.2	1.46	25.0	1.16
Logan	32.2	1.46	26.0	1.16
Love	30.3	1.46	31.9	1.19
McClain	34.9	1.46	31.1	1.16
McCurtain	34.7	1.46	28.9	1.14
McIntosh	32.5	1.46	31.6	1.16
Major	22.2	1.46	27.3	1.15
Marshall	28.2	1.46	34.3	1.19
Mayes	36.8	1.46	33.9	1.16
Murray	32.3	1.46	31.0	1.16
Muskogee	32.0	1.46	32.5	1.16
Noble	40.2	1.46	33.0	1.15
Nowata	34.9	1.46	29.8	1.18
Okfuskee	27.0	1.46	29.7	1.16
Oklahoma	37.9	1.46	37.5	1.16
Okmulgee	32.0	1.46	27.1	1.16
Osage	41.0	1.46	34.6	1.14
Ottawa	40.0	1.46	42.3	1.17
Pawnee	34.9	1.46	28.8	1.15
Payne	31.2	1.46	24.3	1.16
Pittsburg	33.1	1.46	31.2	1.16
Pontotoc	38.4	1.46	29.8	1.16
Pottawatomie	37.0	1.46	32.5	1.16
Pushmataha	30.8	1.46	27.1	1.14
Roger Mills	25.2	1.46	27.5	1.16
Rogers	31.4	1.46	26.9	1.15
Seminole	27.8	1.46	29.9	1.16
Sequoyah	34.2	1.46	30.4	1.12
Stephens	37.7	1.46	30.7	1.18
Texas	80.0	1.46	47.7	1.15
Tillman	29.9	1.46	42.8	1.18
Tulsa	42.6	1.46	27.7	1.15
Wagoner	36.1	1.46	29.1	1.16
Washington	34.7	1.46	31.0	1.17
Washita	28.1	1.46	35.2	1.16
Woods	31.1	1.46	25.1	1.14
Woodward	20.0	1.46	26.8	1.15
State check yield	35.3	-----	35.0	-----

OREGON

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Baker	89.9	1.52	-----	1.16
Benton	90.6	1.52	-----	1.16
Clackamas	76.3	1.52	44.6	1.16
Clatsop	-----	1.52	-----	1.16
Columbia	75.9	1.52	-----	1.16
Coos	-----	1.52	-----	1.16
Crook	67.4	1.52	-----	1.16
Curry	-----	1.52	-----	1.16
Deschutes	35.9	1.52	-----	1.16
Douglas	81.2	1.52	-----	1.16
Gilliam	66.6	1.52	-----	1.16
Grant	-----	1.52	-----	1.16
Harney	67.4	1.52	-----	1,16
Hood River	68.8	1.52	-----	1.16
Jackson	68.7	1.52	56.1	1.16
Jefferson	83.2	1.52	-----	1.16
Josephine	73.1	1.52	-----	1.16
Klamath	-----	1.52	-----	1.16
Lake	-----	1.52	-----	1.16
Lane	87.0	1.52	-----	1.16

OREGON—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Lincoln	--------	1.52	--------	1.16
Linn	74.8	1.52	--------	1.16
Malheur	87.4	1.52	67.5	1.16
Marion	70.6	1.52	--------	1.16
Morrow	83.4	1.52	--------	1.16
Multnomah	74.8	1.52	--------	1.16
Polk	66.0	1.52	--------	1.16
Sherman	67.4	1.52	--------	1.16
Tillamook	--------	1.52	--------	1.16
Umatilla	90.9	1.52	67.5	1,16
Union	--------	1.52	--------	1.16
Wallowa	--------	1.52	--------	1.16
Wasco	90.2	1.52	--------	1.16
Washington	76.1	1.52	--------	1.16
Wheeler	--------	1.52	--------	1.16
Yamhill	85.8	1.52	--------	1.16
State check yield	80.8	--------	63.1	--------

PENNSYLVANIA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	66.1	1.55	51.1	1.25
Allegheny	51.7	1.55	51.1	1.25
Armstrong	63.7	1.55	51.1	1,25
Beaver	58.3	1.55	51.1	1.25
Bedford	62.7	1.55	51.1	1.25
Berks	67.8	1.55	51.1	1.25
Blair	68.0	1.55	51.1	1.25
Bradford	60.2	1.55	51.1	1.25
Bucks	68.8	1.55	51.1	1.25
Butler	66.3	1.55	51.1	1.25
Cambria	62.0	1.55	51.1	1.25
Cameron	55.9	1.55	51.1	1.25
Carbon	59.4	1.55	51.1	1.25
Centre	64.6	1.55	51.1	1.25
Chester	69.6	1.55	51.1	1.25
Clarion	56.8	1.55	51.1	1.25
Clearfield	57.4	1.55	51.1	1.25
Clinton	62.8	1.55	51.1	1.25
Columbia	65.3	1.55	51.1	1.25
Crawford	63.3	1.55	51.1	1.25
Cumberland	68.7	1.55	51.1	1.25
Dauphin	68.7	1.55	51.1	1.25
Delaware	60.3	1.55	51.1	1.25
Elk	59.3	1.55	51.1	1.25
Erie	59.5	1.55	51.1	1.25
Fayette	55.9	1.55	51.1	1.25
Forest	56.8	1.55	51.1	1.25
Franklin	67.9	1.55	51.1	1.25
Fulton	58.5	1.55	51.1	1.25
Greene	56.4	1.55	51.1	1.25
Huntingdon	61.9	1.55	51.1	1.25
Indiana	61.9	1.55	51.1	1.25
Jefferson	57.7	1.55	51.1	1.25
Juniata	64.6	1.55	51.1	1.25
Lackawanna	58.4	1.55	51.1	1.25
Lancaster	74.6	1.55	51.1	1.25
Lawrence	64.9	1.55	51.1	1.25
Lebanon	70.4	1.55	51.1	1.25
Lehigh	66.8	1.55	51.1	1.25
Luzerne	61.9	1.55	51.1	1.25
Lycoming	65.8	1.55	51.1	1.25
McKean	56.9	1.55	51.1	1.25
Mercer	63.0	1.55	51.1	1.25
Mifflin	66.3	1.55	51.1	1.25
Monroe	60.3	1.55	51.1	1.25
Montgomery	67.1	1.55	51.1	1.25
Montour	67.2	1.55	51.1	1.25
Northampton	72.0	1.55	51.1	1.25
Northumberland	68.3	1.55	51.1	1.25
Perry	67.1	1.55	51.1	1.25
Philadelphia	58.4	1.55	51.1	1.25
Pike	71.5	1.55	51.1	1.25
Potter	60.8	1.55	51.1	1.25
Schuylkill	60.1	1.55	51.1	1.25
Snyder	65.3	1.55	51.1	1.25
Somerset	61.9	1.55	51.1	1.25
Sullivan	60.3	1.55	51.1	1.25
Susquehanna	55.9	1.55	51.1	1.25
Tioga	60.3	1.55	51.1	1.25
Union	67.1	1.55	51.1	1.25
Venango	56.8	1.55	51.1	1.25
Warren	58.4	1.55	51.1	1.25
Washington	55.9	1.55	51.1	1.25
Wayne	60.3	1.55	51.1	1.25
Westmoreland	61.1	1.55	51.1	1.25
Wyoming	62.2	1.55	51.1	1.25
York	70.2	1.55	51.1	1.25
State check yield	66.4	--------	51.1	--------

RHODE ISLAND

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Bristol	63.1	1.60	49.2	1.25
Kent	63.1	1.60	--------	1.25
Newport	63.1	1.60	--------	1.25
Providence	63.1	1.60	--------	1.25
Washington	63.1	1.60	51.5	1.25
State check yield	63.1	--------	50.7	--------

SOUTH CAROLINA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Abbeville	33.7	1.54	29.6	1.25
Aiken	34.4	1.54	29.6	1.25
Allendale	53.1	1.54	24.6	1.25
Anderson	37.2	1.54	32.1	1.25
Bamberg	47.8	1.54	23.6	1.25
Barnwell	41.3	1.54	20.8	1.25
Beaufort	57.1	1.54	21.1	1.25
Berkeley	42.4	1.54	22.9	1.25
Calhoun	51.8	1.54	20.7	1.25
Charleston	59.5	1.54	25.3	1.25
Cherokee	30.5	1.54	28.9	1.25
Chester	32.6	1.54	30.2	1.25
Chesterfield	36.4	1.54	30.5	1.25
Clarendon	52.7	1.54	28.6	1.25
Colleton	51.6	1.54	21.3	1.25
Darlington	54.2	1.54	26.6	1.25
Dillon	55.2	1.54	28.2	1.25
Dorchester	48.4	1.54	20.8	1.25
Edgefield	35.6	1.54	29.1	1.25
Fairfield	34.7	1.54	27.0	1.25
Florence	54.9	1.54	29.4	1.25
Georgetown	52.3	1.54	21.3	1.25
Greenville	38.4	1.54	33.5	1.25
Greenwood	42.0	1.54	29.2	1.25
Hampton	58.0	1.54	32.0	1.25
Horry	59.7	1.54	29.2	1.25
Jasper	49.5	1.54	20.8	1.25
Kershaw	37.2	1.54	27.5	1.25
Lancaster	31.8	1.54	28.2	1.25
Laurens	33.0	1.54	29.7	1.25

SOUTH CAROLINA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Lee	52.9	1.54	23.4	1.25
Lexington	42.0	1.54	24.2	1.25
McCormick	31.7	1.54	28.1	1.25
Marion	52.0	1.54	21.3	1.25
Marlboro	50.0	1.54	26.7	1.25
Newberry	38.6	1.54	31.9	1.25
Oconee	40.7	1.54	27.2	1.25
Orangeburg	51.2	1.54	27.9	1.25
Pickens	37.9	1.54	30.3	1.25
Richland	53.5	1.54	30.3	1.25
Saluda	41.1	1.54	32.5	1.25
Spartanburg	35.2	1.54	30.6	1.25
Sumter	53.6	1.54	29.0	1.25
Union	29.3	1.54	29.7	1.25
Williamsburg	49.1	1.54	25.9	1.25
York	34.8	1.54	28.0	1.25
State check yield	49.5	----------	29.5	----------

SOUTH DAKOTA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Aurora	38.1	1.27	41.6	1.09
Beadle	36.5	1.26	35.8	1.09
Bennett	26.4	1.33	23.1	1.09
Bon Homme	51.4	1.28	51.4	1.12
Brookings	51.2	1.26	42.0	1.09
Brown	40.8	1.26	33.6	1.09
Brule	32.0	1.27	41.9	1.09
Buffalo	28.5	1.27	32.8	1.09
Butte	68.3	1.33	28.1	1.09
Campbell	37.0	1.29	24.1	1.09
Charles Mix	39.4	1.27	48.6	1.10
Clark	40.3	1.26	38.8	1.09
Clay	67.7	1.30	61.3	1.13
Codington	44.3	1.26	33.1	1.09
Corson	33.3	1.31	22.0	1.09
Custer	56.8	1.36	21.7	1.09
Davison	43.9	1.27	39.7	1.09
Day	41.5	1.26	31.2	1.09
Deuel	50.4	1.26	34.3	1.09
Dewey	31.0	1.31	19.3	1.09
Douglas	41.5	1.27	47.1	1.10
Edmunds	35.8	1.28	26.3	1.09
Fall River	67.1	1.37	23.7	1.09
Faulk	32.1	1.28	33.0	1.09
Grant	49.2	1.26	33.6	1.09
Gregory	37.5	1.28	45.9	1.09
Haakon	32.0	1.31	20.2	1.09
Hamlin	47.0	1.26	36.0	1.09
Hand	34.4	1.27	34.2	1.09
Hanson	45.9	1.27	46.8	1.10
Harding	23.5	1.33	17.5	1.09
Hughes	30.3	1.29	29.4	1.09
Hutchinson	48.5	1.28	54.7	1.11
Hyde	33.4	1.28	31.0	1.09
Jackson	28.7	1.32	20.3	1.09
Jerauld	35.9	1.26	35.5	1.09
Jones	25.9	1.31	29.9	1.09
Kingsbury	45.1	1.26	36.8	1.09
Lake	52.5	1.27	47.9	1.09
Lawrence	59.0	1.33	18.0	1.09
Lincoln	61.9	1.29	63.2	1.13
Lyman	31.7	1.29	33.8	1.09
McCook	48.9	1.28	48.2	1.10
McPherson	35.1	1.28	24.2	1.09
Marshall	48.5	1.26	32.1	1.09

SOUTH DAKOTA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Meade	29.7	1.32	22.9	1.09
Mellette	25.4	1.31	27.7	1.09
Miner	40.9	1.27	45.2	1.09
Minnehaha	58.9	1.28	50.7	1.11
Moody	60.7	1.27	49.2	1.10
Pennington	24.7	1.33	19.7	1.09
Perkins	27.1	1.32	17.4	1.09
Potter	35.3	1.30	28.3	1.09
Roberts	45.6	1.26	35.3	1.09
Sanborn	40.4	1.27	35.7	1.09
Shannon	29.1	1.35	20.3	1.09
Spink	36.8	1.26	37.7	1.09
Stanley	37.7	1.31	20.7	1.09
Sully	31.4	1.29	29.8	1.09
Todd	26.9	1.31	25.2	1.09
Tripp	36.4	1.29	40.6	1.09
Turner	61.7	1.29	58.1	1.12
Union	71.0	1.30	64.0	1.13
Walworth	40.9	1.30	24.5	1.09
Washabaugh	26.0	1.32	20.2	1.09
Yankton	63.8	1.29	60.6	1.13
Ziebach	22.9	1.32	17.9	1.09
State check yield	47.2	----------	40.2	----------

TENNESSEE

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Anderson	53.4	1.52	28.5	1.23
Bedford	50.4	1.49	39.9	1.23
Benton	51.9	1.48	32.6	1.23
Bledsoe	62.7	1.50	49.6	1.23
Blount	65.4	1.53	49.9	1.23
Bradley	56.3	1.51	41.6	1.23
Campbell	57.8	1.52	----------	1.23
Cannon	49.6	1.50	45.6	1.23
Carroll	54.5	1.47	39.9	1.23
Carter	68.8	1.53	----------	1.23
Cheatham	53.9	1.48	38.4	1.23
Chester	54.3	1.47	41.6	1.23
Claiborne	65.2	1.52	28.5	1.23
Clay	53.4	1.50	40.6	1.23
Cocke	60.1	1.53	48.3	1.23
Coffee	60.5	1.49	40.7	1.23
Crockett	54.2	1.47	43.3	1.23
Cumberland	59.6	1.51	32.5	1.23
Davidson	55.6	1.49	43.0	1.23
Decatur	59.2	1.48	28.5	1.23
De Kalb	51.0	1.50	47.6	1.23
Dickson	55.8	1.48	41.6	1.23
Dyer	65.3	1.46	43.9	1.23
Fayette	54.0	1.47	35.2	1.23
Fentress	56.9	1.51	36.1	1.23
Franklin	60.3	1.48	43.9	1.23
Gibson	59.8	1.46	42.8	1.23
Giles	50.2	1.48	40.3	1.23
Grainger	62.7	1.53	38.3	1.23
Greene	65.0	1.53	47.7	1.23
Grundy	64.3	1.50	50.0	1.23
Hamblen	64.4	1.53	35.6	1.23
Hamilton	54.3	1.50	39.0	1.23
Hancock	69.3	1.53	----------	1.23
Hardeman	51.2	1.47	41.7	1.23
Hardin	49.7	1.48	34.2	1.23
Hawkins	64.4	1.53	37.1	1.23
Haywood	54.2	1.47	45.8	1.23
Henderson	56.6	1.47	49.2	1.23
Henry	56.7	1.47	48.8	1.23

TENNESSEE—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Hickman	59.2	1.48	45.6	1.23
Houston	49.7	1.48	41.2	1.23
Humphreys	58.0	1.48	38.0	1.23
Jackson	58.7	1.50	41.9	1.23
Jefferson	64.5	1.53	36.3	1.23
Johnson	81.2	1.53		1.23
Knox	60.9	1.52	46.7	1.23
Lake	70.0	1.46	61.3	1.23
Lauderdale	53.3	1.46	36.3	1.23
Lawrence	45.9	1.48	35.6	1.23
Lewis	53.0	1.48	33.2	1.23
Lincoln	50.2	1.48	41.4	1.23
Loudon	61.9	1.52	38.0	1.23
McMinn	57.8	1.51	40.4	1.23
McNairy	53.8	1.48	40.7	1.23
Macon	50.6	1.49	45.0	1.23
Madison	53.5	1.47	38.2	1.23
Marion	58.2	1.49	48.5	1.23
Marshall	49.7	1.50	42.2	1.23
Maury	51.8	1.48	44.9	1.23
Meigs	60.1	1.51	38.9	1.23
Monroe	58.9	1.52	40.9	1.23
Montgomery	61.7	1.48	44.9	1.23
Moore	49.9	1.50	40.0	1.23
Morgan	59.1	1.51	32.3	1.23
Obion	68.3	1.46	50.7	1.23
Overton	56.9	1.50	41.6	1.23
Perry	60.1	1.48	40.2	1.23
Pickett	62.9	1.50	50.7	1.23
Polk	56.3	1.51	45.4	1.23
Putnam	57.1	1.50	40.4	1.23
Rhea	54.7	1.51	37.0	1.23
Roane	56.6	1.52	39.4	1.23
Robertson	59.6	1.48	48.5	1.23
Rutherford	52.3	1.49	41.5	1.23
Scott	55.7	1.51		1.23
Sequatchie	63.8	1.50	41.0	1.23
Sevier	62.9	1.53	50.1	1.23
Shelby	43.1	1.46	39.0	1.23
Smith	52.7	1.49	40.9	1.23
Stewart	53.3	1.48	46.3	1.23
Sullivan	65.2	1.53		1.23
Sumner	53.3	1.49	47.3	1.23
Tipton	51.8	1.46	42.0	1.23
Trousdale	51.2	1.49	45.5	1.23
Unicoi	64.8	1.53		1.23
Union	58.4	1.52		1.23
Van Buren	57.0	1.50	33.2	1.23
Warren	56.4	1.50	36.9	1.23
Washington	73.6	1.53	37.0	1.28
Wayne	55.0	1.48	40.3	1.23
Weakley	58.6	1.46	44.5	1.23
White	59.6	1.50	37.6	1.23
Williamson	50.1	1.49	39.5	1.23
Wilson	48.9	1.49	41.3	1.23
State check yield	57.0		42.3	

TEXAS

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Anderson	33.4	1.48	29.2	1.30
Andrews	43.9	1.48	21.9	1.19
Angelina	30.3	1.48	29.9	1.32
Aransas	31.5	1.48	47.9	1.37
Archer	19.9	1.48	23.9	1.21
Armstong	62.0	1.48	57.7	1.19
Atascosa	24.3	1.48	37.3	1.32
Austin	37.2	1.48	41.4	1.35

TEXAS—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Bailey	73.4	1.48	50.1	1.19
Bandera	24.5	1.48	22.4	1.30
Bastrop	35.5	1.48	48.8	1.31
Baylor	24.0	1.48	29.4	1.21
Bee	32.1	1.48	45.2	1.37
Bell	37.8	1.48	42.0	1.29
Bexar	37.8	1.48	45.9	1.32
Blanco	24.5	1.48	21.2	1.28
Borden	22.6	1.48	25.0	1.19
Bosque	33.5	1.48	33.2	1.26
Bowie	35.4	1.48	37.6	1.21
Brazoria	37.1	1.48	47.1	1.36
Brazos	38.6	1.48	50.0	1.33
Brewster	36.3	1.48	39.9	1.19
Briscoe	66.9	1.48	69.8	1.19
Brooks	21.0	1.48	30.9	1.33
Brown	18.4	1.48	26.3	1.24
Burleson	38.3	1.48	58.1	1.32
Burnet	28.0	1.48	28.9	1.27
Caldwell	37.5	1.48	49.3	1.33
Calhoun	32.3	1.48	50.4	1.34
Callahan	19.1	1.48	20.7	1.24
Cameron	37.8	1.48	54.6	1.37
Camp	31.3	1.48	26.5	1.24
Carson	61.0	1.48	67.8	1.19
Cass	31.4	1.48	24.9	1.22
Castro	83.2	1.48	95.0	1.19
Chambers	34.0	1.48	42.4	1.32
Cherokee	33.6	1.48	24.7	1.29
Childress	23.6	1.48	24.0	1.20
Clay	21.5	1.48	25.6	1.21
Cochran	65.6	1.48	31.1	1.19
Coke	26.2	1.48	21.2	1.24
Coleman	22.5	1.48	21.2	1.24
Collin	32.6	1.48	48.9	1.23
Collingsworth	23.1	1.48	31.1	1.19
Colorado	41.8	1.48	45.8	1.34
Comal	32.4	1.48	37.7	1.32
Comanche	20.6	1.48	27.7	1.24
Concho	20.9	1.48	24.0	1.24
Cooke	31.6	1.48	36.2	1.21
Coryell	32.9	1.48	41.5	1.27
Cottle	22.5	1.48	23.5	1.20
Crane		1.48		1.19
Crockett	39.9	1.48	30.1	1.19
Crosby	71.6	1.48	54.2	1.19
Culberson	66.3	1.48	43.0	1.19
Dallam	52.7	1.48	60.3	1.17
Dallas	35.2	1.48	43.5	1.25
Dawson	56.4	1.48	20.0	1.19
Deaf Smith	92.0	1.48	99.0	1.19
Delta	30.1	1.48	38.7	1.21
Denton	30.3	1.48	41.0	1.23
De Witt	36.4	1.48	40.5	1.33
Dickens	26.5	1.48	29.6	1.19
Dimmit	51.5	1.48	36.0	1.26
Donley	24.7	1.48	33.3	1.19
Duval	24.3	1.48	29.0	1.34
Eastland	20.0	1.48	23.1	1.24
Ector		1.48	44.1	1.19
Edwards	23.7	1.48	28.2	1.19
Ellis	35.1	1.48	49.0	1.25
El Paso	60.4	1.48	53.9	1.19
Erath	22.9	1.48	30.9	1.24
Falls	33.0	1.48	39.7	1.30
Fannin	31.2	1.48	42.4	1.21
Fayette	36.7	1.48	45.8	1.32
Fisher	22.0	1.48	27.4	1.23
Floyd	71.4	1.48	87.8	1.19
Foard	25.4	1.48	27.4	1.21

TEXAS—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Fort Bend	42. 0	1. 48	50. 1	1. 36
Franklin	33. 9	1. 48	23. 4	1. 24
Freestone	32. 0	1. 48	33. 4	1. 29
Frio	55. 0	1. 48	42. 3	1. 29
Gaines	57. 6	1. 48	33. 9	1. 19
Galveston	33. 2	1. 48	46. 4	1. 36
Garza	26. 8	1. 48	22. 4	1. 19
Gillespie	26. 9	1. 48	28. 0	1. 30
Glasscock	59. 1	1. 48	23. 2	1. 20
Goliad	36. 0	1. 48	36. 9	1. 36
Gonzales	33. 5	1. 48	41. 2	1. 30
Gray	55. 1	1. 48	46. 1	1. 19
Grayson	34. 5	1. 48	35. 3	1. 21
Gregg	26. 8	1. 48	22. 9	1. 25
Grimes	38. 8	1. 48	56. 4	1. 33
Guadalupe	37. 4	1. 48	45. 7	1. 32
Hale	84. 4	1. 48	92. 1	1. 19
Hall	22. 3	1. 48	26. 1	1. 19
Hamilton	25. 8	1. 48	36. 7	1. 24
Hansford	77. 0	1. 48	93. 2	1. 16
Hardeman	22. 9	1. 48	24. 5	1. 19
Hardin	30. 3	1. 48	29. 5	1. 32
Harris	39. 4	1. 48	50. 8	1. 36
Harrison	30. 5	1. 48	37. 8	1. 24
Hartley	59. 0	1. 48	61. 0	1. 16
Haskell	21. 8	1. 48	33. 3	1. 23
Hays	34. 9	1. 48	48. 8	1. 30
Hemphill	55. 8	1. 48	35. 1	1. 16
Henderson	29. 8	1. 48	27. 9	1. 27
Hidalgo	41. 7	1. 48	50. 7	1. 36
Hill	39. 0	1. 48	45. 1	1. 27
Hockley	60. 9	1. 48	32. 9	1. 19
Hood	24. 5	1. 48	26. 2	1. 24
Hopkins	30. 4	1. 48	28. 0	1. 22
Houston	35. 1	1. 48	31. 5	1. 32
Howard	50. 4	1. 48	18. 2	1. 20
Hudspeth	60. 4	1. 48	48. 9	1. 19
Hunt	33. 3	1. 48	37. 7	1. 23
Hutchinson	97. 0	1. 48	89. 0	1. 16
Irion		1. 48	20. 2	1. 19
Jack	18. 2	1. 48	20. 5	1. 23
Jackson	36. 0	1. 48	54. 6	1. 33
Jasper	31. 2	1. 48	36. 3	1. 32
Jeff Davis	64. 4	1. 48	46. 3	1. 19
Jefferson	33. 2	1. 48	42. 2	1. 33
Jim Hogg	20. 2	1. 48	29. 4	1. 33
Jim Wells	23. 2	1. 48	36. 6	1. 37
Johnson	34. 8	1. 48	48. 7	1. 25
Jones	19. 4	1. 48	28. 3	1. 23
Karnes	29. 7	1. 48	39. 7	1. 34
Kaufman	28. 0	1. 48	39. 7	1. 24
Kendall	26. 5	1. 48	29. 3	1. 31
Kenedy		1. 48	32. 5	1. 35
Kent	25. 2	1. 48	25. 6	1. 20
Kerr	30. 4	1. 48	29. 0	1. 30
Kimble	24. 5	1. 48	28. 7	1. 24
King	16. 5	1. 48	28. 3	1. 20
Kinney	33. 3	1. 48	32. 8	1. 26
Kleberg	34. 7	1. 48	39. 1	1. 36
Knox	22. 2	1. 48	29. 0	1. 22
Lamar	30. 7	1. 48	46. 0	1. 20
Lamb	75. 0	1. 48	72. 2	1. 19
Lampasas	27. 3	1. 48	27. 5	1. 26
La Salle	22. 4	1. 48	35. 0	1. 28
Lavaca	38. 7	1. 48	43. 3	1. 32
Lee	35. 3	1. 48	47. 1	1. 32
Leon	35. 4	1. 48	34. 3	1. 31
Liberty	34. 5	1. 48	41. 4	1. 35
Limestone	27. 9	1. 48	37. 6	1. 30
Lipscomb	61. 1	1. 48	43. 7	1. 16
Live Oak	26. 6	1. 48	46. 3	1. 35
Llano	26. 3	1. 48	25. 8	1. 26
Loving	----------	1. 48	44. 6	1. 19
Lubbock	68. 4	1. 48	50. 1	1. 19
Lynn	61. 0	1. 48	22. 5	1. 19
McCulloch	24. 9	1. 48	23. 2	1. 24
McLennan	36. 7	1. 48	41. 5	1. 29
McMullen	21. 9	1. 48	30. 8	1. 34
Madison	34. 7	1. 48	38. 5	1. 33
Marion	27. 3	1. 48	28. 6	1. 24
Martin	49. 5	1. 48	20. 3	1. 20
Mason	21. 6	1. 48	25. 5	1. 24
Matagorda	34. 9	1. 48	50. 9	1. 33
Maverick	56. 1	1. 48	42. 4	1. 25
Medina	36. 5	1. 48	45. 9	1. 31
Menard	23. 0	1. 48	19. 9	1. 24
Midland	71. 5	1. 48	22. 0	1. 20
Milam	37. 9	1. 48	50. 1	1. 30
Mills	23. 0	1. 48	23. 4	1. 25
Mitchell	20. 2	1. 48	27. 8	1. 20
Montague	22. 1	1. 48	24. 6	1. 21
Montgomery	31. 6	1. 48	28. 7	1. 35
Moore	80. 3	1. 48	85. 1	1. 16
Morris	30. 8	1. 48	29. 0	1. 24
Motley	25. 2	1. 48	20. 8	1. 19
Nacogdoches	29. 2	1. 48	25. 9	1. 29
Navarro	32. 4	1. 48	47. 8	1. 28
Newton	31. 3	1. 48	28. 3	1. 32
Nolan	19. 7	1. 48	27. 0	1. 22
Nueces	37. 8	1. 48	51. 4	1. 37
Ochiltree	62. 1	1. 48	68. 7	1. 16
Oldham	60. 4	1. 48	78. 0	1. 19
Orange	34. 1	1. 48	17. 0	1. 32
Palo Pinto	18. 8	1. 48	19. 3	1. 24
Panola	30. 1	1. 48	28. 0	1. 27
Parker	25. 0	1. 48	23. 6	1. 24
Parmer	87. 2	1. 48	104. 1	1. 19
Pecos	60. 9	1. 48	48. 2	1. 19
Polk	33. 8	1. 48	24. 6	1. 33
Potter	59. 6	1. 48	65. 6	1. 19
Presido	49. 6	1. 48	42. 2	1. 19
Rains	28. 9	1. 48	25. 2	1. 25
Randall	63. 7	1. 48	73. 5	1. 19
Reagan	39. 9	1. 48	35. 5	1. 19
Real	24. 3	1. 48	21. 1	1. 29
Red River	36. 3	1. 48	39. 5	1. 19
Reeves	60. 4	1. 48	51. 1	1. 19
Refugio	44. 8	1. 48	56. 6	1. 37
Roberts	29. 7	1. 48	65. 4	1. 17
Robertson	35. 2	1. 48	49. 6	1. 30
Rockwall	28. 6	1. 48	46. 9	1. 24
Runnels	19. 3	1. 48	27. 5	1. 24
Rusk	29. 8	1. 48	23. 1	1. 27
Sabine	28. 2	1. 48	29. 7	1. 29
San Augustine	28. 7	1. 48	27. 2	1. 29
San Jacinto	26. 5	1. 48	39. 3	1. 35
San Patricio	37. 6	1. 48	56. 6	1. 37
San Saba	25. 9	1. 48	28. 8	1. 24
Schleicher	35. 2	1. 48	29. 6	1. 19
Scurry	19. 6	1. 48	28. 5	1. 20
Shackelford	20. 7	1. 48	24. 3	1. 23
Shelby	29. 2	1. 48	24. 7	1. 29
Sherman	61. 7	1. 48	89. 6	1. 16
Smith	34. 2	1. 48	27. 0	1. 27
Somervell	24. 9	1. 48	29. 9	1. 25
Starr	27. 6	1. 48	36. 1	1. 33
Stephens	21. 1	1. 48	19. 9	1. 23
Sterling	55. 5	1. 48	22. 3	1. 22
Stonewall	22. 8	1. 48	26. 6	1. 22
Sutton	42. 0	1. 48	22. 0	1. 19

TEXAS—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Swisher	76. 6	1. 48	93. 3	1. 19
Tarrant	31. 6	1. 48	45. 9	1. 25
Taylor	21. 4	1. 48	25. 8	1. 24
Terrell	32. 6	1. 48	------	1. 19
Terry	60. 9	1. 48	28. 6	1. 19
Throckmorton	22. 5	1. 48	26. 2	1. 23
Titus	36. 4	1. 48	29. 2	1. 24
Tom Green	23. 0	1. 48	27. 7	1. 24
Travis	36. 5	1. 48	48. 8	1. 30
Trinity	33. 0	1. 48	41. 0	1. 32
Tyler	29. 8	1. 48	29. 4	1. 33
Upshur	33. 4	1. 48	26. 7	1. 25
Upton	------	1. 48	46. 9	1. 19
Uvalde	63. 4	1. 48	33. 8	1. 29
Val Verde	30. 4	1. 48	43. 9	1. 24
Van Zandt	32. 4	1. 48	34. 9	1. 25
Victoria	38. 9	1. 48	52. 0	1. 34
Walker	33. 4	1. 48	32. 6	1. 34
Waller	41. 8	1. 48	44. 9	1. 35
Ward	33. 1	1. 48	45. 1	1. 19
Washington	40. 2	1. 48	38. 9	1. 33
Webb	49. 8	1. 48	32. 6	1. 30
Wharton	44. 6	1. 48	52. 8	1. 34
Wheeler	22. 2	1. 48	34. 7	1. 19
Wichita	26. 1	1. 48	26. 8	1. 19
Wilbarger	26. 1	1. 48	29. 9	1. 19
Willacy	39. 2	1. 48	46. 4	1. 36
Williamson	35. 8	1. 48	48. 9	1. 30
Wilson	28. 5	1. 48	45. 7	1. 32
Winkler	------	1. 48	40. 8	1. 19
Wise	22. 6	1. 48	24. 1	1. 23
Wood	31. 8	1. 48	26. 7	1. 24
Yoakum	62. 3	1. 48	27. 1	1. 19
Young	19. 1	1. 48	20. 9	1. 23
Zapata	26. 1	1. 48	27. 9	1. 30
Zavala	60. 1	1. 48	49. 5	1. 26
State check yield	39. 3	------	51. 5	------
UTAH				
Beaver	54. 3	1. 55	------	1. 08
Box Elder	84. 4	1. 55	------	1. 08
Cache	77. 7	1. 55	------	1. 08
Carbon	49. 7	1. 55	44. 6	1. 08
Daggett	------	1. 55	------	1. 08
Davis	92. 6	1. 55	------	1. 08
Duchesne	68. 5	1. 55	44. 6	1. 08
Emery	72. 8	1. 55	------	1. 08
Garfield	44. 1	1. 55	------	1. 08
Grand	67. 3	1. 55	44. 6	1. 08
Iron	55. 5	1. 55	------	1. 08
Juab	60. 0	1. 55	44. 6	1. 08
Kane	41. 7	1. 55	56. 0	1. 08
Millard	61. 3	1. 55	56. 0	1. 08
Morgan	57. 9	1. 55	------	1. 08
Piute	50. 2	1. 55	------	1. 08
Rich	------	1. 55	------	1. 08
Salt Lake	75. 4	1. 55	67. 4	1. 08
San Juan	37. 5	1. 55	27. 5	1. 08
Sanpete	67. 9	1. 55	50. 3	1. 08
Sevier	71. 7	1. 55	------	1. 08
Summit	------	1. 55	------	1. 08
Toole	54. 8	1. 55	------	1. 08
Uintah	66. 8	1. 55	------	1. 08
Utah	74. 3	1. 55	78. 9	1. 08
Wasatch	------	1. 55	------	1. 08

UTAH—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Washington	46. 0	1. 55	56. 0	1. 08
Wayne	49. 7	1. 55	------	1. 08
Weber	93. 5	1. 55	------	1. 08
State check yield	74. 9	------	53. 4	------
VERMONT				
Addison	67. 0	1. 60	50. 3	1. 25
Bennington	71. 0	1. 60	50. 3	1. 25
Caledonia	61. 1	1. 60	50. 3	1. 25
Chittenden	73. 0	1. 60	50. 3	1. 25
Essex	57. 0	1. 60	50. 3	1. 25
Franklin	65. 1	1. 60	50. 3	1. 25
Grand Isle	70. 2	1. 60	50. 3	1. 25
Lamoille	69. 0	1. 60	50. 3	1. 25
Orange	72. 0	1. 60	50. 3	1. 25
Orleans	62. 0	1. 60	50. 3	1. 25
Rutland	67. 0	1. 60	50. 3	1. 25
Washington	70. 8	1. 60	50. 3	1. 25
Windham	73. 0	1. 60	50. 3	1. 25
Windsor	69. 5	1. 60	50. 3	1. 25
State check yield	68. 3	------	50. 3	------
VIRGINIA				
Accomack	76. 6	1. 54	44. 5	1. 25
Albemarle	55. 1	1. 54	36. 4	1. 25
Alleghany	61. 8	1. 54	42. 2	1. 25
Amelia	48. 1	1. 54	38. 2	1. 25
Amherst	47. 5	1. 54	36. 9	1. 25
Appomattox	47. 6	1. 54	40. 1	1. 25
Augusta	60. 0	1. 54	42. 2	1. 25
Bath	67. 8	1. 54	42. 2	1. 25
Bedford	50. 2	1. 54	38. 4	1. 25
Bland	66. 2	1. 54	38. 0	1. 25
Botetourt	60. 8	1. 54	40. 4	1. 25
Brunswick	47. 2	1. 54	42. 4	1. 25
Buchanan	51. 4	1. 54	34. 3	1. 25
Buckingham	47. 7	1. 54	38. 1	1. 25
Campbell	43. 8	1. 54	37. 5	1. 25
Caroline	58. 0	1. 54	39. 5	1. 25
Carroll	65. 1	1. 54	41. 9	1. 25
Charles City	76. 6	1. 54	45. 0	1. 25
Charlotte	42. 0	1. 54	37. 8	1. 25
Chesapeake	86. 8	1. 54	40. 4	1. 25
Chesterfield	56. 6	1. 54	39. 8	1. 25
Clarke	52. 7	1. 54	42. 2	1. 25
Craig	67. 2	1. 54	40. 1	1. 25
Culpeper	60. 3	1. 54	40. 6	1. 25
Cumberland	48. 0	1. 54	38. 2	1. 25
Dickenson	60. 2	1. 54	36. 9	1. 25
Dinwiddie	51. 4	1. 54	48. 0	1. 25
Essex	77. 0	1. 54	36. 9	1. 25
Fairfax	55. 4	1. 54	36. 9	1. 25
Fauquier	56. 8	1. 54	38. 6	1. 25
Floyd	66. 1	1. 54	42. 2	1. 25
Fluvanna	47. 6	1. 54	37. 7	1. 25
Franklin	51. 9	1. 54	38. 8	1. 25
Frederick	47. 9	1. 54	42. 2	1. 25
Giles	63. 9	1. 54	40. 1	1. 25
Gloucester	78. 0	1. 54	45. 2	1. 25
Goochland	52. 2	1. 54	41. 5	1. 25
Grayson	75. 8	1. 54	36. 9	1. 25

VIRGINIA—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Greene	52.6	1.54	34.8	1.25
Greensville	59.9	1.54	46.8	1.25
Halifax	38.4	1.54	36.0	1.25
Hampton	61.2	1.54	40.1	1.25
Hanover	61.6	1.54	40.9	1.25
Henrico	52.8	1.54	38.0	1.25
Henry	43.4	1.54	37.5	1.25
Highland	62.9	1.54	42.2	1.25
Isle of Wight	74.7	1.54	50.8	1.25
James City	78.3	1.54	39.1	1.25
King and Queen	67.3	1.54	44.1	1.25
King George	65.7	1.54	41.4	1.25
King William	67.1	1.54	35.9	1.25
Lancaster	80.4	1.54	46.3	1.25
Lee	77.1	1.54	42.2	1.25
Loudoun	59.1	1.54	42.2	1.25
Louisa	53.3	1.54	37.6	1.25
Lunenburg	42.7	1.54	35.9	1.25
Madison	66.7	1.54	36.9	1.25
Mathews	71.8	1.54	41.4	1.25
Mecklenburg	40.8	1.54	39.5	1.25
Middlesex	71.1	1.54	43.5	1.25
Montgomery	65.4	1.54	35.9	1.25
Nansemond	75.3	1.54	49.2	1.25
Nelson	52.2	1.54	36.9	1.25
New Kent	79.3	1.54	38.0	1.25
Newport News	61.2	1.54	40.1	1.25
Northampton	71.0	1.54	44.2	1.25
Northumberland	80.4	1.54	46.5	1.25
Nottoway	48.0	1.54	37.6	1.25
Orange	60.9	1.54	38.5	1.25
Page	45.4	1.54	42.2	1.25
Patrick	56.0	1.54	36.9	1.25
Pittsylvania	39.8	1.54	36.4	1.25
Powhatan	52.2	1.54	40.5	1.25
Prince Edward	47.6	1.54	38.0	1.25
Prince George	60.4	1.54	48.7	1.25
Prince William	55.4	1.54	40.1	1.25
Pulaski	64.5	1.54	43.3	1.25
Rappahannock	56.0	1.54	36.9	1.25
Richmond	78.6	1.54	41.2	1.25
Roanoke	59.1	1.54	39.1	1.25
Rockbridge	59.0	1.54	41.0	1.25
Rockingham	56.4	1.54	43.8	1.25
Russell	70.5	1.54	42.3	1.25
Scott	72.7	1.54	40.1	1.25
Shenandoah	53.6	1.54	45.0	1.25
Smyth	77.1	1.54	38.0	1.25
Southampton	72.6	1.54	46.8	1.25
Spotsylvania	54.1	1.54	34.8	1.25
Stafford	55.7	1.54	43.0	1.25
Surry	66.8	1.54	47.4	1.25
Sussex	64.0	1.54	47.8	1.25
Tazewell	70.6	1.54	38.0	1.25
Virginia Beach	88.8	1.54	47.1	1.25
Warren	52.2	1.54	42.2	1.25
Washington	75.6	1.54	42.3	1.25
Westmoreland	80.4	1.54	40.9	1.25
Wise	61.7	1.54	34.3	1.25
Wythe	75.9	1.54	35.9	1.25
York	69.7	1.54	40.1	1.25
State check yield	62.2	--------------	42.1	--------------

WEST VIRGINIA

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Barbour	73.0	1.53	--------------	1.23
Berkeley	50.1	1.53	--------------	1.23
Boone	39.1	1.53	--------------	1.23
Braxton	62.4	1.53	--------------	1.23
Brooke	56.2	1.53	--------------	1.23
Cabell	43.3	1.53	--------------	1.23
Calhoun	48.4	1.53	--------------	1.23
Clay	44.5	1.53	--------------	1.23
Doddridge	62.4	1.53	--------------	1.23
Fayette	53.0	1.53	--------------	1.23
Gilmer	54.3	1.53	--------------	1.23
Grant	59.6	1.53	--------------	1.23
Greenbrier	66.9	1.53	--------------	1.23
Hampshire	54.6	1.53	--------------	1.23
Hancock	49.4	1.53	--------------	1.23
Hardy	60.2	1.53	44.4	1.23
Harrison	64.4	1.53	--------------	1.23
Jackson	60.0	1.53	44.4	1.23
Jefferson	52.7	1.53	--------------	1.23
Kanawha	43.6	1.53	--------------	1.23
Lewis	65.0	1.53	--------------	1.23
Lincoln	40.2	1.53	--------------	1.23
Logan	31.2	1.53	--------------	1.23
McDowell	32.7	1.53	--------------	1.23
Marion	57.3	1.53	--------------	1.23
Marshall	58.9	1.53	--------------	1.23
Mason	67.4	1.53	46.7	1.23
Mercer	51.0	1.53	--------------	1.23
Mineral	61.6	1.53	42.1	1.23
Mingo	32.4	1.53	--------------	1.23
Monongalia	66.0	1.53	39.9	1.23
Monroe	68.8	1.53	42.1	1.23
Morgan	44.5	1.53	--------------	1.23
Nicholas	57.9	1.53	--------------	1.23
Ohio	60.6	1.53	--------------	1.23
Pendleton	56.8	1.53	38.7	1.23
Pleasants	57.4	1.53	--------------	1.23
Pocahontas	67.0	1.53	44.4	1.23
Preston	58.8	1.53	--------------	1.33
Putnam	53.4	1.53	--------------	1.23
Raleigh	52.6	1.53	--------------	1.23
Randolph	73.0	1.53	--------------	1.23
Ritchie	56.8	1.53	--------------	1.23
Roane	60.0	1.53	--------------	1.23
Summers	54.0	1.53	--------------	1.23
Taylor	60.8	1.53	--------------	1.23
Tucker	73.1	1.53	--------------	1.23
Tyler	60.0	1.53	--------------	1.23
Upshur	61.0	1.53	--------------	1.23
Wayne	41.7	1.53	--------------	1.23
Webster	51.1	1.53	--------------	1.23
Wetzel	55.0	1.53	--------------	1.23
Wirt	55.2	1.53	--------------	1.23
Wood	65.0	1.53	--------------	1.23
Wyoming	43.0	1.53	--------------	1.23
State check yield	57.7	--------------	44.3	--------------

WASHINGTON

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	102.9	1.50	86.8	1.16
Asotin	--------------	1.50	--------------	1.16
Beton	90.4	1.50	65.2	1.16
Chelan	75.8	1.50	--------------	1.16
Clallam	--------------	1.50	--------------	1.16

WASHINGTON—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Clark	78.0	1.50	-----	1.16
Columbia	83.1	1.50	-----	1.16
Cowlitz	72.2	1.50	-----	1.16
Douglas	55.6	1.50	-----	1.16
Ferry	86.9	1.50	-----	1.16
Franklin	104.8	1.50	85.7	1.16
Garfield	78.2	1.50	-----	1.16
Grant	106.0	1.50	88.0	1.16
Grays Harbor	-----	1.50	-----	1.16
Island	-----	1.50	-----	1.16
Jefferson	-----	1.50	-----	1.16
King	89.3	1.50	-----	1.16
Kitsap	44.5	1.50	-----	1.16
Kittitas	81.8	1.50	-----	1.16
Klickitat	-----	1.50	-----	1.16
Lewis	61.1	1.50	-----	1.16
Lincoln	-----	1.50	-----	1.16
Mason	96.2	1.50	-----	1.16
Okanogan	61.1	1.50	-----	1.16
Pacific	-----	1.50	-----	1.16
Pend Oreille	-----	1.50	-----	1.16
Pierce	86.5	1.50	-----	1.16
San Juan	55.6	1.50	-----	1.16
Skagit	87.4	1.50	-----	1.16
Skamania	44.5	1.50	-----	1.16
Snohomish	89.3	1.50	-----	1.16
Spokane	75.6	1.50	-----	1.16
Stevens	70.1	1.50	-----	1.16
Thurston	80.5	1.50	-----	1.16
Wahkiakum	83.2	1.50	-----	1.16
Walla Walla	97.0	1.50	52.6	1.16
Whatcom	89.0	1.50	-----	1.16
Whitman	-----	1.50	-----	1.16
Yakima	90.9	1.50	62.9	1.16
State check yield	93.3	-----	79.1	-----

WISCONSIN

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Adams	63.4	1.38	39.0	1.11
Ashland	48.7	1.38	27.0	1.11
Barron	64.5	1.36	27.0	1.11
Bayfield	51.2	1.37	27.0	1.11
Brown	83.2	1.40	27.0	1.11
Buffalo	74.5	1.37	39.0	1.11
Burnett	56.8	1.36	27.0	1.11
Calumet	83.2	1.40	27.0	1.11
Chippewa	65.0	1.38	27.0	1.11
Clark	69.5	1.38	27.0	1.11
Columbia	85.7	1.39	39.0	1.11
Crawford	83.8	1.36	39.0	1.11
Dane	93.2	1.39	39.0	1.11
Dodge	90.5	1.39	39.0	1.11
Door	71.2	1.41	27.0	1.11
Douglas	43.2	1.36	27.0	1.11
Dunn	67.0	1.38	39.0	1.11
Eau Claire	69.6	1.38	39.0	1.11
Florence	50.2	1.40	27.0	1.11
Fond du Lac	85.3	1.39	39.0	1.11
Forest	54.2	1.40	27.0	1.11
Grant	88.9	1.37	39.0	1.11
Green	90.3	1.38	39.0	1.11
Green Lake	78.2	1.39	39.0	1.11
Iowa	86.7	1.39	39.0	1.11
Iron	45.3	1.39	27.0	1.11
Jackson	70.8	1.38	39.0	1.11
Jefferson	90.2	1.39	39.0	1.11
Juneau	67.2	1.38	39.0	1.11
Kenosha	86.7	1.40	39.0	1.11
Kewaunee	80.2	1.41	27.0	1.11

WISCONSIN—Continued

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
La Crosse	82.3	1.37	39.0	1.11
Lafayette	94.3	1.38	39.0	1.11
Langlade	70.2	1.40	27.0	1.11
Lincoln	67.4	1.39	27.0	1.11
Manitowoc	79.2	1.41	27.0	1.11
Marathon	73.7	1.39	27.0	1.11
Marinette	68.2	1.40	27.0	1.11
Marquette	67.2	1.39	39.0	1.11
Menominee	60.2	1.40	27.0	1.11
Milwaukee	78.5	1.40	39.0	1.11
Monroe	75.2	1.38	39.0	1.11
Oconto	71.2	1.40	27.0	1.11
Oneida	44.8	1.40	27.0	1.11
Outagamie	84.6	1.39	39.0	1.11
Ozaukee	82.5	1.40	27.0	1.11
Pepin	73.6	1.37	39.0	1.11
Pierce	75.0	1.37	39.0	1.11
Polk	61.1	1.36	39.0	1.11
Portage	70.8	1.39	27.0	1.11
Price	57.4	1.38	27.0	1.11
Racine	88.7	1.40	39.0	1.11
Richland	80.7	1.38	39.0	1.11
Rock	92.9	1.39	39.0	1.11
Rusk	59.3	1.37	27.0	1.11
St. Croix	68.0	1.37	39.0	1.11
Sauk	84.2	1.39	39.0	1.11
Sawyer	55.9	1.37	27.0	1.11
Shawano	74.1	1.40	27.0	1.11
Sheboygan	83.2	1.40	27.0	1.11
Taylor	67.2	1.38	27.0	1.11
Trempealeau	74.1	1.37	39.0	1.11
Vernon	82.0	1.36	39.0	1.11
Vilas	46.2	1.40	27.0	1.11
Walworth	91.2	1.39	39.0	1.11
Washburn	51.6	1.36	27.0	1.11
Washington	84.3	1.39	27.0	1.11
Waukesha	86.4	1.39	39.0	1.11
Waupaca	77.1	1.40	39.0	1.11
Waushara	66.2	1.39	39.0	1.11
Winnebago	81.5	1.40	39.0	1.11
Wood	69.2	1.38	27.0	1.11
State check yield	81.5	-----	33.2	-----

WYOMING

County	Corn—1968 projected yield (bushels)	Corn—rate used in determining diversion payment (dollars per bushel)	Grain sorghum—1968 projected yield (bushels)	Grain sorghum—rate used in determining diversion payment (dollars per bushel)
Albany	-----	1.43	-----	1.11
Big Horn	61.0	1.43	52.8	1.11
Campbell	18.6	1.43	12.6	1.11
Carbon	-----	1.43	-----	1.11
Converse	43.6	1.43	27.5	1.11
Crook	33.9	1.43	24.6	1.11
Fremont	60.8	1.43	49.3	1.11
Goshen	70.2	1.43	21.6	1.11
Hot Springs	61.9	1.43	-----	1.11
Johnson	40.0	1.43	-----	1.11
Laramie	51.4	1.43	20.9	1.11
Lincoln	-----	1.43	34.9	1.11
Natrona	57.0	1.43	34.1	1.11
Niobrara	25.8	1.43	19.5	1.11
Park	64.8	1.43	51.7	1.11
Platte	63.7	1.43	44.2	1.11
Sheridan	40.0	1.43	35.5	1.11
Sublette	-----	1.43	-----	1.11
Sweetwater	-----	1.43	38.9	1.11
Teton	-----	1.43	-----	1.11
Uinta	-----	1.43	-----	1.11
Washakie	61.0	1.43	51.7	1.11
Weston	22.4	1.43	16.6	1.11
State check yield	60.1	-----	24.3	-----

(Sec. 16(i), 79 Stat. 1190, 16 U.S.C. 590p(i); sec. 105(e), 79 Stat. 1188, as amended, 7 U.S.C. 1441 note)

Effective date: Upon date of publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on January 16, 1968.

RAY FITZGERALD,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 68-847; Filed, Jan. 29, 1968; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter II—Civil Aeronautics Board

SUBCHAPTER E—ORGANIZATION REGULATIONS

[Reg. OR-29, Amdt. 6]

PART 385—DELEGATIONS AND REVIEW OF ACTION UNDER DELEGATION; NONHEARING MATTERS

Delegation to the Director, Bureau of Operating Rights; Correction

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th day of January 1968.

F.R. Doc. 68-767, published at page 698 in the issue dated Friday, January 19, 1968, is corrected by changing the new paragraph (v) to (y) in the first paragraph, second column.

Effective: February 19, 1968.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 68-1113; Filed, Jan. 29, 1968; 8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. 8716]

PART 13—PROHIBITED TRADE PRACTICES

A & R Agency, Inc., et al.

Subpart—Securing orders by deception: § 13.2170 *Securing orders by deception.* Subpart—Shipping, for payment demand, goods in excess of or without order: § 13.2195 *Shipping, for payment demand, goods in excess* of or without order.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order A & R Agency, Inc., et al., Chicago, Ill., Docket 8716, Jan. 3, 1968]

In the Matter of A & R Agency, Inc., a Corporation and Elmer Reynolds, Jr., Louis S. Bourjaily, Jr. and Frank Sacks, Individually and as Officers of Said Corporation, and Central Collection Agency, a Partnership and Louis J. Bourjaily, Sr., Paul Bourjaily, and Ruth Bourjaily, Individually and as Partners Trading and Doing Business as Central Collection Agency

Order requiring two Chicago, Ill., collection agencies to cease misrepresenting the extent or character of the circulation of any publication, placing unauthorized advertising therein, and billing anyone for such advertising without prior agreement.

The order to cease and desist is as follows:

It is ordered, That respondents A & R Agency, Inc., a corporation, also trading and doing business as Associated Advertisers of America or under any other name or names, and its officers and Elmer Reynolds, Jr., Louis S. Bourjaily, Jr., and Frank Sacks, individually and as officers of said corporation; and Central Collection Agency a partnership and Louis S. Bourjaily, Sr., Paul Bourjaily, and Ruth Bourjaily, individually and as partners, trading and doing business as Central Collection Agency or under any other name or names, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale or sale of advertising space in newspapers, magazines, or any other publication, and in connection with the collection of or attempting to collect past due or allegedly past due accounts arising out of the publication of any advertisement, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

(1) Representing, directly or by implication, that the circulation, whether paid or unpaid, of any newspaper, magazine, or other publication, is any stated amount: *Provided, however,* That it shall be a defense in any enforcement proceeding instituted hereunder for respondents to establish that said circulation was as stated.

(2) Misrepresenting in any manner the extent or character of the circulation or readership of any publication for which an advertisement is being solicited.

(3) Placing, printing, or publishing, or causing to be placed, printed, or published, any advertisement on behalf of any person, firm, or corporation in any publication without a prior authorization, order, or agreement to purchase said advertisement.

(4) Printing or publishing or causing to be printed or published, any advertisement for a number of insertions in excess of the number of insertions authorized by the person, firm, or corporation on whose behalf the advertisement has been printed or published.

(5) Sending or causing to be sent, bills, letters, or notices to any person, firm, or corporation with regard to any advertisement which has been or is to be printed, inserted, or published on behalf of said person, firm, or corporation, or in any other manner seeking to exact payment for any such advertisement, without a prior and specific authorization, order, or agreement to purchase said advertisement.

It is further ordered, That respondents original answers filed on November 28, 1966 and March 15, 1967, are withdrawn and the substitute answer filed October 12, 1967, be substituted therefor.

By "Final Order" further order requiring report of compliance is as follows:

It is further ordered, That respondents A & R Agency, Inc., a corporation and Elmer Reynolds, Jr., Louis S. Bourjaily, Jr., and Frank Sacks, individually and as officers of said corporation, and Central Collection Agency, a partnership and Louis S. Bourjaily, Sr., Paul Bourjaily, and Ruth Bourjaily, individually and as partners trading and doing business as Central Collection Agency, shall, within sixty (60) days after service of this order upon them, file with the Commission a report in writing, signed by each respondent named in this order, setting forth in detail the manner and form of their compliance with the order to cease and desist.

Issued: January 3, 1968.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 68-1111; Filed, Jan. 29, 1968; 8:47 a.m.]

[Docket No. C-1282]

PART 13—PROHIBITED TRADE PRACTICES

United Felt Co. and Arnold Willis

Subpart—Misbranding or mislabeling: § 13.1185 *Composition:* 13.1185-80 Textile Fiber Products Identification Act; § 13.1212 *Formal regulatory and statutory requirements:* 13.1212-80 Texile Fiber Products Identification Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements:* 13.1852-70 Textile Fiber Products Identification Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 36. Interpret or apply sec. 5, 38 Stat. 719, as amended, 72 Stat. 1717; 15 U.S.C. 45, 70) [Cease and desist order, United Felt Co. et al., Chicago, Ill., Docket C-1282, Jan. 3, 1968]

In the Matter of United Felt Co., a corporation, and Arnold Willis, individually and as an Officer of the Said Corporation

Consent order requiring a Chicago, Ill., textile manufacturer to cease misbranding its textile fiber products and failing to maintain required records.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents United Felt Co., a corporation, and its officers, and Arnold Willis, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, delivery for introduction, manufacture for introduction, sale, advertising, or offering for sale, in commerce, or the transportation or causing to be transported in commerce, or the importation into the United States, of any textile fiber product; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, of any textile fiber product which has been advertised or offered for sale in commerce; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, after shipment in commerce, of any textile fiber product, whether in its original state or contained in other textile fiber products, as the terms "commerce" and "textile fiber product" are defined in the Textile Fiber Product Identification Act, do forthwith cease and desist from:

A. Misbranding textile fiber products by:

1. Falsely or deceptively stamping, tagging, labeling, invoicing, advertising, or otherwise identifying such products as to the name or amount of constituent fibers contained therein.

2. Failing to affix a stamp, tag, label, or other means of identification to each such product showing in a clear, legible, and conspicuous manner each element of information required to be disclosed by section 4(b) of the Textile Fiber Products Identification Act.

B. Failing to maintain and preserve proper records showing the fiber content of the textile fiber products manufactured by said respondents, as required by section 6 of the Textile Fiber Products Identification Act and Rule 39 of the regulations promulgated thereunder.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: January 3, 1968.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 68-1112; Filed, Jan. 29, 1968; 8:47 a.m.]

Title 32—NATIONAL DEFENSE

Chapter I—Office of the Secretary of Defense

SUBCHAPTER B—PERSONNEL; MILITARY AND CIVILIAN

PART 59—VOLUNTARY MILITARY PAY ALLOTMENTS

The Deputy Secretary of Defense approved the following:

Sec.
59.1 Purpose and applicability.
59.2 Policy.
59.3 Pay and allowances which may be allotted.
59.4 Control and use of forms.

AUTHORITY: The provisions of this Part 59 issued under Chapter 13 of Title 37, United States Code.

§ 59.1 Purpose and applicability.

This part implements Chapter 13 of Title 37 by establishing uniform policies governing voluntary allotments of pay and allowances by individuals in active military service and those in receipt of retired or retirement pay.

§ 59.2 Policy.

The voluntary allotment system is provided primarily to assist military personnel in accommodating their personal and family financial responsibilities to the exigencies of military service, and secondarily as an effective system for regular payroll deductions for authorized allotments. It is a convenience and privilege not to be exploited or abused. To avoid unjustifiable expense to the Government, its use shall be limited to allotments to dependents, and such other purposes outlined in paragraphs (a) and (b) of this section.

(a) *Active military service.* Voluntary allotments of military pay and allowances of individuals in active military service shall be limited to the following:

(1) Purchase of U.S. Savings Bonds or a combination of U.S. Savings Bonds and Notes.

(2) Payment of premiums for insurance on the life of the allotter. This shall include U.S. Government Life Insurance, National Service Life Insurance, Navy Mutual Aid Insurance, Army Mutual Aid Insurance, and commercial life insurance.

(i) Allotments for insurance on the lives of an allotter's spouse or children are not authorized, except under a family group contract which primarily provides insurance on the life of the allotter and, as a subordinate feature, includes insurance on the lives of the spouse and children.

(ii) Allotments for health, accident, or hospitalization insurance or other contracts which, as a secondary or incidental feature, include insurance on the life of the allotter, are not authorized.

(iii) Requests to initiate commercial life insurance allotments shall be processed only after compliance with requirements of DoD Directive 1344.1 (Part 276 of this chapter).

(3) Repayment of loans to Navy Relief Society, Army Emergency Relief, Air Force Aid Society, and American Red Cross.

(4) Allotments for support of dependents, or to provide financial assistance to relatives who are not legally designated as dependents. The payment of such an allotment to a banking institution or association shall not deprive a member of the use of the allotment authorized by subparagraph (6) of this paragraph.

(5) Voluntary liquidation of indebtedness to the United States. This includes (i), indebtedness incurred by reason of defaulted notes guaranteed by the Federal Housing Administration or the Veterans Administration; payment of amounts due under the Retired Serviceman's Family Protection Plan in the case of retired members serving on active duty; (ii) payment of delinquent Federal income taxes; and (iii) any other indebtedness to any department or agency of the U.S. Government. This authority does not include the liquidation of indebtedness to "nonappropriated fund" activities such as clubs and messes.

(6) Payment to a banking institution or association for credit to an account of the allotter. Moneys thus credited to the allotter's account may then be used for any purpose in accordance with the desires and direction of the allotter. Only one such allotment under this subparagraph shall be allowed for any service member.

(7) Repayment of loans obtained for the purchase of a home, including a mobile home or house trailer used as a residence by the allotter. This does not authorize repayment of loans for business purposes or for additions or improvements to homes, mobile homes or trailers.Allotments authorized under this subparagraph are in addition to those authorized under subparagraph (6) of this paragraph. Only one allotment under this subparagraph shall be allowed for any service member.

(8) Charitable contributions to a Combined Federal Campaign, in accordance with DoD Directive 5035.1[1] and DoD Instruction 5035.5.[1]

(9) Deposits to the account of a member participating in the Uniformed Services Savings Deposits Program (10 U.S.C. 1035).

(b) *Retired military personnel.* (1) Voluntary allotments by individuals receiving retired or retirement pay shall be limited to the following:

(i) Purchase of U.S. Savings Bonds or a combination of U.S. Savings Bonds and Notes.

(ii) Payment of premiums for insurance on the life of the allotter subject to limitations prescribed in paragraph (a)(2) (i) and (ii) of this section.

(iii) Voluntary liquidation of indebtedness to the United States subject to limitations prescribed in paragraph (a)(5) of this section.

(iv) In addition to allotments authorized in paragraph (a) of this section and to assist personnel in the transition from active duty to retired status, any other allotments in effect at the time of retirement may be continued. However, if any such allotments are discontinued by order of the retiree, they may not be reestablished and no new allotments, except as authorized in subdivisions (i), (ii), and (iii) of this subparagraph may be established. Any change in the amount of such an allotment or change in the name of an allottee constitutes a discontinuance of an allotment.

---

[1] Filed as part of original; copies available at Publications Counter, 3B200, Pentagon, Washington, D.C. 20301, OX 5-2167.

(2) The retired pay allotment program may be implemented on a time-phased basis, should additional personnel and other resources be required to carry out this portion of the program.

(c) *Previously registered allotments.* All existing approved registered allotments of military pay and allowances of individuals in active military service, and allotments from retired pay may be continued as approved allotments.

§ 59.3 Pay and allowances which may be allotted.

(a) The amount of pay and allowances which may be allotted shall exclude amounts required to be withheld, (1) for tax purposes, (2) to liquidate an indebtedness determined under applicable provisions of law to be chargeable against the serviceman's pay account, or, (3) to pay required premiums on Servicemen's Group Life Insurance.

(b) The total amount which may be allotted shall be further restricted as provided in the DoD Military Pay and Allowance Entitlements Manual.[2]

§ 59.4 Control and use of forms.

(a) The use by a non-Federal agency of allotments authorization forms (other than those prescribed in DoD Directive 5035.1[1] and DoD Instruction 5035.5[1] is prohibited. Local supplies of DoD component authorization forms shall be issued to personnel and disbursing officers only.

(b) Allotment authorizations of active duty enlisted personnel shall be completed and signed in the presence of a personnel or disbursing officer or one of their representatives.

Maurice W. Roche,
Director, Correspondence and Directives Division, OASD (Administration).

[F.R. Doc. 68-1107; Filed, Jan. 29, 1968; 8:47 a.m.]

PART 136—MANAGEMENT AND MOBILIZATION OF THE STANDBY RESERVE

The Deputy Secretary of Defense approved the following revision to Part 136:

Sec.
136.1 Purpose.
136.2 Applicability and definition.
136.3 Policy.
136.4 Management of the Standby Reserve.
136.5 Mobilization.
136.6 Addresses of State Directors, Selective Service System.

Authority: The provisions of this Part 136 issued under sec. 301, 80 Stat. 379; 5 U.S.C. 301.

§ 136.1 Purpose.

This part prescribes uniform policies governing management and mobilization of the Standby Reserve.

§ 136.2 Applicability and definition.

(a) The provisions of this part apply to the Military Departments in exercising military control over members in the Standby Reserve and in ordering members of the Standby Reserve to active duty under section 672(a) of Title 10, United States Code.

(b) Standby Reserve consists of those units or members, or both, of the reserve components, other than those in the Ready Reserve or Retired Reserve, who are liable for active duty only as provided in sections 672 and 674 of this title (section 273, Title 10, United States Code).

§ 136.3 Policy.

(a) *Active status list, Standby Reserve*—(1) *Composition.* The active status list of the Standby Reserve shall be composed of reservists who (i) are completing their military obligation or, (ii) are being retained in an active status under section 1006 of Title 10, United States Code or, (iii) were screened from the Ready Reserve as being key personnel or, (iv) may be temporarily assigned to the Standby Reserve for hardship or other cogent reason determined by the Secretary concerned, with the expectation of being returned to the Ready Reserve.

(2) *Screening.* Screening of the active status list of the Standby Reserve will be conducted on a continuous basis to implement the above policy.

(3) *Disposition of members screened out.* Members screened from the active status list will be offered options of (i) transferring to the Ready Reserve if they wish to continue to participate actively in the Reserves, (ii) transferring to the inactive status list of the Standby Reserve, (iii) transferring to the Retired Reserve, if qualified, and (iv) being discharged.

(4) *Training.* Reservists transferred to the Standby Reserve will not be permitted to participate in reserve training or to be assigned to any unit or mobilization position. However, obligated reservists, those being retained in an active status under section 1006, Title 10, United States Code, those reservists screened from the Ready Reserve as key personnel and authorized by DoD Directive 1215.6, "Uniform Training Categories and Pay Groups Within the Reserve Forces", January 16, 1965 (Part 102 of this chapter), to earn training points and other reservists temporarily assigned to the active Standby Reserve under paragraph IV.D.2. will be provided the necessary training opportunity.

(b) *Inactive status list, Standby Reserve*—(1) *Composition.* The inactive status list of the Standby Reserve shall be composed primarily of members who are not required by law or regulation to remain members of an active status program but who (i) desire to retain their reserve affiliation in a nonparticipating status and, (ii) have skills which may be of possible future use to the Military Department concerned.

(2) *Removal from the inactive status list of the Standby Reserve.* Any member on the inactive status list may be considered for return to an active status in the Ready Reserve at any time if physically and otherwise qualified as determined by the Secretary concerned and in accordance with the provisions of DoD Directive 1205.6, "Assignment to and Transfer Between Reserve Categories, and Discharge from Reserve Status", January 16, 1956 (Part 115 of this chapter). Upon completion of each 3-year period on the inactive status list, members will be given the option of return to an active status in the Ready Reserve if physically and otherwise qualified as determined by the Secretary concerned; transfer to the Retired Reserve, if qualified; discharge; or retention on the inactive status list for another 3-year period.

(3) *Order to active duty.* A member on the inactive status list who is ordered to active duty shall be considered to have been restored to active Ready Reserve status for the period of time actually served on active duty under such orders.

(4) *Pay and promotion.* Under section 273(c) of Title 10, United States Code, a Reservist in an inactive status is not eligible for pay or promotion.

(c) *Mandatory transfer from Ready Reserve to Standby Reserve.* Nothing in the above policies will preclude the mandatory transfer of reservists from the Ready Reserve to the Standby Reserve in the event the Ready Reserve exceeds authorized strength (section 268, Title 10, United States Code). In the event this occurs, individuals in the Standby Reserve will be screened in accordance with paragraph (a) (1), (2), and (3) of this section.

(d) *Mobilization of Standby Reserve.* Mobilization of the Standby Reserve is authorized in time of war or national emergency declared by Congress or when otherwise authorized by law under section 672(a) of Title 10, United States Code.

§ 136.4 Management of the Standby Reserve.

(a) The Secretaries of the Military Departments are responsible for:

(1) Exercising military control over members of the Standby Reserve.

(2) Screening the active status list of the Standby Reserve on a continuous basis to implement policies stated in § 136.3(a).

(3) Maintaining such personnel records for members of the Standby Reserve as may be required by section 275, Title 10, United States Code and other records determined by the Military Departments to be necessary.

(4) Advising individuals who are transferred to the Standby Reserve of their duty to furnish local boards with information as prescribed by § 1690.10, Selective Service Regulations (§ 1690.10 of this title).

(5) Transferring and discharging members of the Standby Reserve in accordance with the provisions of DoD Directive 1200.7, "Screening the Ready Reserve Under the Provisions of section 271, Title 10, United States Code"[1] and sections VI and VII of DoD Directive 1205.6, "Assignment to and Transfer Between Reserve Categories, and Discharge

---

[1] See footnote on p. 1206.

[2] Available at Government Printing Office.

[1] Filed as part of original document. Copies available at the Publications Counter, OASD(A), Room 3B200, Pentagon, Washington, D.C. 20301 or OX 5-2167.

from Reserve Status" (Part 115 of this chapter).

(6) Furnishing the following information promptly to the Selective Service System upon any change in military status of a member of the Standby Reserve:

(i) When a reservist is transferred or assigned to the Standby Reserve under DoD Directive 1200.7[1], DoD Directive 1205.6, or DoD Instruction 1115.3, "Furnishing the Selective Service System with Information Needed for Determining Induction Quotas and Classifying Registrants", April 17, 1967;[1] DD Form 889[2] will be completed in accordance with the instructions printed thereon.

(*a*) If the Reservist concerned is a Selective Service registrant, the DD Form 889 will be sent to the State Director (listed in § 136.6) of the State in which the reservist is registered. The appropriate State Director can be determined by referring to the reservist's Selective Service registration number, which is composed of four (4) elements, the first of which is the State code. The key to State codes and the addresses of the various State Directors are shown in § 136.6.

(*b*) If the Reservist is not a registrant, send the completed form to the State Director of the State in which the Reservist maintains his current mailing address.

(ii) Upon the transfer, discharge, or removal of a reservist from the Standby Reserve, promptly complete Part I of DD Form 889[2] or prepare other appropriate Department of Defense form and forward to the same State Director to whom notification of the reservist's entry into or membership in the Standby Reserve was previously addressed in accordance with subdivision (i)(*a*) of this subparagraph.

(b) The Director of Selective Service is responsible by law for determining the availability of members of the Standby Reserve for involuntary order to active duty in time of war or national emergency declared by the Congress. To fulfill this statutory responsibility, the Director of Selective Service has prescribed that the Selective Service System will:

(1) Maintain current information pertaining to the civilian status of each member of the Standby Reserve.

(2) Determine, through local boards and appeals procedures of the Selective Service System, the availability of Standby Reservists for involuntary active duty. In making such determinations, local boards will be guided by Selective Service System policies which provide that:

(i) Consideration will be given to the military need for members of the Standby Reserve who have critical military occupations as well as to the need for critical civilian occupations in the supporting economy.

(ii) A Standby Reservist shall be declared nonavailable (*a*) if continuance in his civil employment, occupation, activity, or other endeavors in time of war or national emergency declared by the Congress is found to be more essential to the maintenance of the national health, safety, welfare, or interest than the performance by him of active duty in the Armed Forces, or (*b*) if it is determined that his performance of duty in the Armed Forces in time of war or national emergency declared by the Congress would result in extreme hardship or privation to his bona fide dependents.

(iii) The availability designation of a Standby Reservist is subject to periodic reevaluation and may be changed at any time such action would better serve the national interest.

(3) Furnish the Military Departments periodically with information concerning the Selective Service determination of availability of individual members of the Standby Reserve.

§ 136.5 Mobilization.

(a) *Availability of Standby Reservists for active duty.* Except as provided in paragraph (b) of this section, in time of war or national emergency declared by Congress, or when otherwise authorized by law, Standby Reservists who have been found available for active duty by the Director of Selective Service may be involuntarily ordered to active duty by the Military Departments, provided it has been determined that there are not enough qualified members of the required category in the Ready Reserve (section 672(a), Title 10, United States Code).

(b) *Inactive status list.* A Standby Reservist on the inactive status list who has been certified by the Director of Selective Service as being available for active duty will not be called into active military service without his consent unless the Secretary of the appropriate Military Department determines that adequate numbers of qualified members of the reserve components in an active status or in the inactive National Guard in the required category are not readily available.

(c) *Volunteers for active duty.* A member of the Standby Reserve who volunteers in writing for active duty shall be considered available for active duty and may be ordered to active military service by the appropriate Military Department under section 672(d), Title 10, United States Code. A determination of availability by the Director of Selective Service is not required and shall not apply in such cases. The appropriate State Director will be notified in such cases.

(d) *Nonavailable members of the Standby Reserve.* (1) The Director of Selective Service has prescribed that members of the Standby Reserve who have been certified as not available for active duty shall be considered periodically to determine their availability to meet future requirements.

(2) Eighteen (18) months after the initiation of general mobilization, the Military Departments shall review the cases of those Standby Reservists who have not been certified by the Director of Selective Service as available for active duty and, in the absence of cogent considerations to the contrary, shall separate such members from the Reserve.

§ 136.6 Addresses of State Directors, Selective Service System.

State code No.	State	Region	Address
1	Alabama	III	474 South Court St., Montgomery, Ala. 36104.
51	Alaska	VI	Post Office Box No. 1608, Juneau, Alaska 99801.
2	Arizona	VI	1014 North 2d St., Phoenix, Ariz. 85004.
3	Arkansas	IV	Federal Office Bldg., Little Rock, Ark. 72201.
4	California	VI	Federal Bldg., 805 Eye St., Sacramento, Calif. 95814.
56	Canal Zone	IV	Post Office Box No. 2014, Balboa Heights, C.Z., APO New York, N.Y. 09825.
5	Colorado	V	Railway Exchange Bldg., Room 308, 909 17th St., Denver, Colo. 80204.
6	Connecticut	I	Post Office Box No. 1558, Hartford, Conn. 06101.
7	Delaware	II	Prices Corner, 3202 Kirkwood Highway, Wilmington, Del. 19808.
49	District of Columbia	II	916 G St. NW., Washington, D.C. 20001.
8	Florida	III	19 McMillan St., Post Office Box 1988, St. Augustine, Fla. 32084.
19	Massachusetts	I	John Fitzgerald Kennedy Federal Bldg., Government Center, Boston, Mass. 02203.
20	Michigan	V	Post Office Box No. 626, Lansing, Mich. 48913.
21	Minnesota	V	100 East 10th St., St. Paul, Minn. 55101.
22	Mississippi	III	Post Office Bldg., Jackson, Miss. 39201.
23	Missouri	V	411 Madison St., Jefferson City, Mo. 65102.
24	Montana	VI	Post Office Box No. 1183, Helena, Mont. 59601.
25	Nebraska	V	Terminal Bldg., 10th Floor, 941 O St., Lincoln, Nebr. 68508.
26	Nevada	VI	Post Office Box No. 644, 301 West Washington St., Carson City, Nev. 89701.
27	New Hampshire	I	Post Office Box No. 427, Concord, N.H. 03302.
28	New Jersey	I	402 East State St., Trenton, N.J. 08608.
29	New Mexico	IV	Post Office Box No. 5175, Santa Fe, N. Mex. 87502.
30	New York	I	Old Post Office Bldg., Albany, N.Y. 12207.
41	Texas	IV	Room 515, Western Republic Bldg., 702 Colorado St., Austin, Tex. 78701.
42	Utah	VI	102 Soldiers Circle, Fort Douglas, Utah 84113.
43	Vermont	I	Federal Bldg., Post Office Box 308, Montpelier, Vt. 05602.
44	Virginia	II	New Federal Office Bldg., 400 North 8th St., Richmond, Va. 23240.
54	Virgin Islands	III	Post Office Box No. 360, St. Thomas, V.I. 00802.
45	Washington	VI	Washington National Guard Armory, Tacoma, Wash. 98405.
46	West Virginia	II	Federal Office Bldg., Charleston, W. Va. 25301.
47	Wisconsin	V	Post Office Box No. 2157, 1220 Capitol Ct., Madison, Wis. 53701.
48	Wyoming	V	Post Office Box No. 2186, Cheyenne, Wyo. 82002.

MAURICE W. ROCHE,
Director, Correspondence and Directives Division, OASD (Administration).

[F.R. Doc. 68-1078; Filed, Jan. 29, 1968; 8:45 a.m.]

---

[1] See footnote on p. 1207.

[2] Filed as part of original document.

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 68]

MILLED RICE

Proposed Standards

Correction

In F.R. Doc. 68–789, appearing at page 766 in the issue of Saturday, January 20, 1968, make the following change: In the table for § 68.331, in the column "Color and milling requirements" opposite the Grade "U.S. No. 1", the entry should read "Shall be white or creamy and shall be extra well milled".

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 67–CE–138]

FEDERAL AIRWAY

Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate VOR Federal airway No. 341 between Dubuque, Iowa, and Oshkosh, Wis.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Building, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 30 days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The FAA proposes to designate V–341 from Dubuque to Oshkosh with a 1,200-foot AGL floor via Truax, Wis.; and the intersection of the Truax 042° T (039° M) and Oshkosh 208° T (206° M) radials.

This proposed airway would, in part, provide a route with controlled airspace for instrument Flight Rule traffic operating between Dubuque and Madison, Wis., and in part, provide additional flexibility to ATC in handling general aviation traffic along this route.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on January 22, 1968.

H. B. Helstrom,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 68–1101; Filed, Jan. 29, 1968; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 67–SW–76]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to designate a transition area at Matagorda, Tex. The proposed transition area will provide airspace protection for aircraft executing proposed approach/departure procedures at Matagorda Peninsula Airport, Matagorda, Tex. The radio beacon to be utilized for the proposed instrument operations is unnamed. Reference to this facility and/or its site will be made by use of the RBN coordinates, i.e., lat. 28°32′35″ N., long. 96°07′00″ W.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, Fort Worth, Tex. An informal docket will also be available for examination at the Office of the Chief, Air Traffic Division.

It is proposed to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth.

In § 71.181 (32 F.R. 2148), the following transition area is added:

Matagorda, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Matagorda Peninsula Airport (lat. 28°32′35″ N., long. 96°07′10″ W.) and within 2 miles each side of a 281° bearing (273° magnetic) from lat. 28°32′35″ N., long. 96°07′00″ W., extending from the 5-mile radius area to 8 miles west of lat. 28°32′35″ N., long. 96°07′00″ W., excluding that portion more than 3 nautical miles from and parallel to the shoreline.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on January 19, 1968.

Henry L. Newman,
Director, Southwest Region.

[F.R. Doc. 68–1102; Filed, Jan. 29, 1968; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68–SW–1]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to designate a transition area at Hope, Ark. The proposed transition area will provide airspace protection for aircraft executing approach/departure procedures proposed for Hope Municipal Airport, Hope, Ark.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, Fort Worth, Tex. An informal docket will also be available for examination at the Office of the Chief, Air Traffic Division.

It is proposed to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth.

In § 71.181 (32 F.R. 2148), the following transition area is added:

HOPE, ARK.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hope Municipal Airport (lat. 33°43'06'' N., long. 93°39'30'' W.); and within 2 miles each side of the Texarkana VORTAC 058° radial (051° magnetic), extending from the 6-mile radius area to 17 miles northeast of the Texarkana VORTAC.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on January 17, 1968.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 68-1103; Filed, Jan. 29, 1968; 8:47 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

HOG BRISTLES AND RAW AND PROCESSED HUMAN HAIR

Importation Directly From Thailand; Available Certifications

Notice is hereby given that certificates of origin issued by the Board of Export Promotion of the Government of Thialand under procedures agreed upon between that Government and the Office of Foreign Assets Control in connection with the Foreign Assets Control Regulations are now available with respect to the importation into the United States directly, or on a through bill of lading, from Thailand of the following commodities:

Bristles, hog, and hair, human, raw, and processed (wigs, etc.).

[SEAL] MARGARET W. SCHWARTZ,
Director,
Office of Foreign Assets Control.

[F.R. Doc. 68-1070; Filed, Jan. 29, 1968; 8:45 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Sacramento 071587]

CALIFORNIA

Notice of Termination of Proposed Withdrawal and Reservation of Lands

JANUARY 23, 1968.

Notice of a Bureau of Reclamation, U.S. Department of the Interior application, Sacramento 071587, for withdrawal and reservation of lands for the Trinity River Division of the Central Valley Project, California, was published as F.R. Doc. 62-8128, Vol. 27 on pages 8124 and 8125 of the issue for August 15, 1962; and F.R. Doc. 67-1293, Vol. 32 on page 2387 of the issue for February 3, 1967.

The applicant agency has canceled its application involving the lands described in the FEDERAL REGISTER publications referred to above. Therefore, pursuant to the regulations contained in 43 CFR Part 2311, such lands at 10 a.m. on February 29, 1968, will be relieved of the segregative effect of the above-mentioned application.

JESSE H. JOHNSON,
Acting Chief,
Lands Adjudication Section.

[F.R. Doc. 68-1079; Filed, Jan. 29, 1968; 8:45 a.m.]

IDAHO

Notice of Offer of Lands

JANUARY 23, 1968.

1. Pursuant to the provisions of the Act of May 31, 1962 (76 Stat. 89), the following lands, found upon survey to be omitted public lands of the United States, will be offered for sale:

BOISE MERIDIAN, IDAHO

T. 2 N., R. 37 E.,
Sec. 25, lots 8 through 12, inclusive, lots 14, 16, 17, and 18.

The area described aggregates 46.09 acres.

2. Plats of survey were filed (see 31 F.R. 13248) in the Land Office, Boise, Idaho at 10 a.m., on October 13, 1966.

3. Persons claiming a preference right in accordance with the provisions of the Act, must file with the Manager, Land Office, Room 334, Federal Building, 550 West Fort Street, Boise, Idaho 83702, before March 26, 1968, a notice of their intention to apply to purchase all or part of the lands as qualified preference right claimants.

4. The Act grants a preference right to purchase the above lands to any citizens of the United States (including corporations, partnership, firm, or other legal entity having authority to hold title to lands in the State of Idaho) who, in good faith, under color of title or claiming as a riparian owner has, prior to March 30, 1961, placed valuable improvements upon, reduced to cultivation, or occupied any of the lands so offered for sale, or whose ancestors or predecessors in interest have taken such action.

5. The lands are determined to be suitable for sale and will be sold at their fair market value subject to:

(a) Qualified preference-right claims.

(b) A reservation to the United States of all the coal, oil, gas, shale, phosphate, potash, sodium, native asphalt, solid and semisolid bitumen, and bitumen rock, including oil-impregnated rock or sands from which oil is recoverable only by special treatment after the deposit is mined or quarried.

(c) A reservation of a right of access for the public, 100 feet along the river banks and 30 feet on each side of the centerline of the survey boundary line separating lots 8 and 9, lots 10 and 11, lots 12 and 13, and lots 12 and 14.

ORVAL G. HADLEY,
Manager, Land Office.

[F.R. Doc. 68-1080; Filed, Jan. 29, 1968; 8:45 a.m.]

[M 5499, M 5500]

TOWNSITES OF ZORTMAN AND LANDUSKY, MONT.

Opening for Filing Preemption Claims

JANUARY 23, 1968.

1. *Statutory authority.* The lots in the townsites of Zortman and Landusky, Mont., will be open for filing of preemption claims under section 2382, U.S. Revised Statutes (43 U.S.C. 713) at 10 a.m., January 30, 1968. The State Director is authorized to open the townsites under Bureau Order No. 701 of the Director of the Bureau of Land Management dated June 23, 1964 (29 F.R. 10526), as amended. The townsite plat of Zortman was accepted on August 9, 1967, and the townsite plat of Landusky was accepted on October 17, 1967.

2. *Lots and areas.* The lots and areas are shown on the townsite plats posted in the U.S. Post Offices of Zortman and Landusky, Mont. These plats are also available for viewing at the Bureau of Land Management District Office at Malta, Mont., and at the Land Office in Billings, Mont. Copies of the plats may be purchased for $1.50 each.

3. *Preemption claims.* Any person who has established residence on any lot prior to the withdrawal of the land for townsite purposes by Public Land Order No. 3938, March 1, 1966 (31 F.R. 3248-3252) and has made substantial improvements on the lot, and has maintained such settlement, with improvement, to the date of proof, is entitled to make a preemption entry. The preemption entry may be made at the minimum price, payable by cash, for such lot and one other lot on which he has made substantial improvements. The minimum price for each lot is $15, as provided in 43 CFR 2242.2-5. A preemption claim is not necessarily forfeited by the settler transferring his interest to another subsequent to the submission of the proof, but patent, if issued will be in the name of the settler and not of the transferee.

An applicant for preemption claim must file a townsite application and notice of intention to make proof on Form MSO 2242-1 which should give the date of settlement, the value and character of his improvements thereon, that he is 21 years of age or over or the head of a family, and that he is a citizen of the United States or has declared his intention to become such. Claimants must file their application and notice of intention in order that publication may be made and proof submitted by April 26, 1968, the final date of proof acceptance. The application and notice of intention to make preemption claim must be accompanied by a $5 service charge which will not be returnable. The application and service charge should be mailed to the Manager, Land Office, Bureau of Land Management, 316 North 26th Street, Billings, Mont. 59101.

Upon receipt of the application and notice of intention to make proof, a notice for publication will be issued by the Manager, which the applicant must have published at his own expense in the "Phillips County News," a weekly newspaper, published at Malta, Mont., in five consecutive issues, prior to the date set for proof. Proof consisting of the affidavit of the applicant and of at least two of the advertised witnesses can be made before the Proof Officer, Mr. Dante Solari, Malta District Manager, and must show the claimant's age, citizenship, and his actual residence and substantial improvements upon one lot and substantial improvements on a second lot where two lots are included in the application. Every corporation purchasing a lot will be required to furnish evidence, including a certified copy of its articles of incorporation, showing that it was organized under the laws of the United States or of some State, Territory, or possession thereof, and that it is authorized to acquire and hold real estate in Montana. Final proof may be made on April 24, 1968, at the Bureau of Land Management District Office in Malta; on April 25, 1968, at the Post Office in Landusky; and on April 26, 1968, at the Bureau of Land Management Administration Site in Zortman.

4. *Reservations.* Patents for the lots, when issued, will contain a reservation of coal in accordance with the Act of June 22, 1910 (36 Stat. 583) and a reservation of right-of-way for ditches and canals in accordance with the Act of August 30, 1890 (26 Stat. 391).

5. *Public sale.* The unreserved lots for which no preemption proof has been made will be offered for sale at a date to be set by later publication.

HAROLD TYSK,
State Director.

[F.R. Doc. 68-1082; Filed, Jan. 29, 1968; 8:45 a.m.]

[Serial No. N-1]

NEVADA

Notice of Public Sale

JANUARY 22, 1968.

Under the provisions of the Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-1427), 43 CFR Subpart 2243, a tract of land will be offered for sale to the highest bidder at a sale to be held at 10:30 a.m., local time, on Wednesday, March 6, 1968, at the Winnemucca District Office, Bureau of Land Management, East Highway 40, Winnemucca, Nev. 89445. The land is described as follows:

MOUNT DIABLO MERIDIAN, NEVADA

T. 40 N., R. 33 E.,
  Sec. 26, SW¼SW¼;
  Sec. 27, SE¼ SE¼.

The area described contains 80 acres. The appraised value of the tract is $1,300 and the publication costs to be assessed are $12.

The land will be sold subject to all valid existing rights, and rights-of-way of record. Reservations will be made to the United States for ditches and canals in accordance with the Act of August 30, 1890 (26 Stat. 391; 43 U.S.C. 945). All minerals are to be reserved to the United States and withdrawn from appropriation under the public land laws, including the general mining laws.

Bids may be made by the principal or his agent, either at the sale, or by mail. An agent must be prepared to establish the eligibility of his principal.

Bids must be for all the land in the parcel. A bid for less than the appraised value of the land is unacceptable. Bids sent by mail will be considered only if received at the Winnemucca District Office, Bureau of Land Management, Post Office Box 71, Winnemucca, Nev. 89445, prior to 4 p.m., on Tuesday, March 5, 1968. Bids made prior to the public auction must be in sealed envelopes, and accompanied by certified checks, postal money orders, bank drafts, or cashier's checks, payable to the Bureau of Land Management, for the full amount of the bid plus publication costs. The envelopes must be marked in the lower left-hand corner "Public Sale Bid, Parcel No. 2, sale of March 6, 1968."

The authorized officer shall publicly declare the highest qualifying sealed bid received. Oral bids shall then be invited in specified increments. After oral bids, if any, are received, the authorized officer shall declare the high bid. A successful oral bidder must submit a guaranteed remittance, in full payment for the tract and cost of publication, before 3:30 p.m. of the day of the sale.

If no bids are received for the sale tract on Wednesday, March 6, 1968, the tract will be reoffered on the first Wednesday of subsequent months at 10:30 a.m., beginning April 3, 1968.

Any adverse claimants to the above-described land should file their claims, or objections, with the undersigned before the time designated for sale.

The land described in this notice has been segregated from all forms of appropriation, including locations under the general mining laws, except for sale under this Act, from the date of the proposed classification decision. Inquiries concerning this sale should be addressed to the District Manager, Bureau of Land Management, Post Office Box 71, East Highway 40, Winnemucca, Nev. 89445, or to the Land Office Manager, Bureau of Land Management, Room 3008, Federal Building, 300 Booth Street, Reno, Nev. 89502.

ROLLA E. CHANDLER,
Manager, Nevada Land Office.

[F.R. Doc. 68-1083; Filed, Jan. 29, 1968; 8:45 a.m.]

[New Mexico 4380]

NEW MEXICO

Notice of Proposed Classification of Public Lands for Multiple-Use Management

JANUARY 23, 1968.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2410 and 2411, it is proposed to classify for multiple-use management the public lands within the area described below, together with any lands therein that may become public lands in the future. Publication of this notice has the effect of segregating the described lands from appropriation only under the agricultural land laws (43 U.S.C. Pts. 7 and 9; 25 U.S.C. sec. 334), from sales under section 2455 of the Revised Statutes (43 U.S.C. 1171) and from the mining and mineral leasing laws; they shall remain open to all other applicable forms of appropriation. As used herein, "public lands" means any lands withdrawn or reserved by Executive Order No. 6910 of November 26, 1934, as amended, or within a grazing district established pursuant to the Act of June 28, 1934 (48 Stat. 1269), as amended, which are not otherwise withdrawn or reserved for Federal use or purpose.

2. The public lands located within the following described area are shown on a map on file in the Las Cruces District Office, Bureau of Land Management, 1705 North Seventh Street, Las Cruces, N. Mex. 88001 or in the Land Office, U.S. Post Office and Federal Building, Sante Fe, N. Mex. 87501.

The overall description of the area is as follows:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

T. 34 S., R. 21 W.,
  Sec. 4, lot 4, SW¼NW¼, and W½SW¼;
  Sec. 5, lots 1, 2, 3, 4, S½N½, and S½;
  Secs. 7 and 8;
  Sec. 9, NW¼NW¼;
  Sec. 17, N½NW¼, and SW¼NW¼;
  Sec. 18.
T. 34 S., R. 22 W.,
  Sec. 11, lots 1, 2, 3, 4, and E½;
  Secs. 12 and 13;
  Sec. 14, lots 1, 2, 3, 4, and E½;
  Sec. 23, lots 1, 2, 3, 4, and N½NE¼;
  Sec. 24, lots 1, 2, 3, 4, and N½N½.

The area described aggregates approximately 5,538.65 acres.

3. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the Las Cruces District Office, Post Office Box 1420, Las Cruces, N. Mex. 88001.

4. A public hearing on the proposed classification will be held on Wednesday, March 6, 1968 at 1:30 p.m., in the County Courthouse, Lordsburg, N. Mex.

W. J. ANDERSON,
State Director.

[F.R. Doc. 68-1081; Filed, Jan. 29, 1968; 8:45 a.m.]

Office of the Secretary

EDWARD T. AUGUSTINE

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of January 2, 1968.

Dated: January 2, 1968.

Edward T. Augustine.

[F.R. Doc. 68-1084; Filed, Jan. 29, 1968; 8:45 a.m.]

LORAN A. EISELE

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of January 5, 1968.

Dated: January 5, 1968.

Loran A. Eisele.

[F.R. Doc. 68-1085; Filed, Jan. 29, 1968; 8:45 a.m.]

ANDREW PAT JONES

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of December 31, 1967.

Dated: January 2, 1968.

A. Pat Jones.

[F.R. Doc. 68-1086; Filed, Jan. 29, 1968; 8:45 a.m.]

VIVAN B. JONES

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of January 2, 1968.

Dated: January 2, 1968.

V. B. Jones,
Director Area 15.

[F.R. Doc. 68-1087; Filed, Jan. 29, 1968; 8:45 a.m.]

GEORGE V. KENNEDY

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of January 4, 1968.

Dated: January 4, 1968.

George V. Kennedy.

[F.R. Doc. 68-1088; Filed, Jan. 29, 1968; 8:45 a.m.]

MAX R. LLEWELLYN

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) Arizona Public Service Co.; Dividend Shares; U.S. Savings Bonds Series E; Bank Deposits; Safeway Stores; Kennecott Copper.
(3) No change.
(4) No change.

This statement is made as of January 2, 1968.

Dated: January 2, 1968.

M. R. Llewellyn.

[F.R. Doc. 68-1089; Filed, Jan. 29, 1968; 8:45 a.m.]

CARLOS O. LOVE

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of January 1, 1968.

Dated: January 2, 1968.

Carlos O. Love.

[F.R. Doc. 68-1090; Filed, Jan. 29, 1968; 8:45 a.m.]

JOHN P. MADGETT

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of December 31, 1967.

Dated: January 12, 1968.

John P. Madgett.

[F.R. Doc. 68-1091; Filed, Jan. 29, 1968; 8:46 a.m.]

SAMUEL RIGGS SHEPPERD

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) Shares in American Corp.
(3) No change.
(4) No change.

This statement is made as of January 1, 1968.

Dated: January 2, 1968.

Riggs Shepperd.

[F.R. Doc. 68-1092; Filed, Jan. 29, 1968; 8:46 a.m.]

WILLARD B. SIMONDS

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of December 29, 1967.

Dated: December 29, 1967.

WILLARD B. SIMONDS.

[F.R. Doc. 68-1093; Filed, Jan. 29, 1968; 8:46 a.m.]

WILFORD D. WILDER

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

(1) No change.
(2) Appointee is currently participating in an employee stock purchase plan adopted by Niagara Mohawk Power Corp. effective January 1, 1965, and has elected the maximum participation possible which is 6 percent of appointee's annual salary.
(3) No change.
(4) No change.

This statement is made as of January 2, 1968.

Dated: January 2, 1968.

W. D. WILDER.

[F.R. Doc. 68-1094; Filed, Jan. 29, 1968; 8:46 a.m.]

DEPARTMENT OF COMMERCE

National Bureau of Standards

NBS RADIO STATIONS

Notice of Standard Frequency and Time Broadcasts

In accordance with NBS policy of giving notices regarding changes in phases of seconds pulses, notice is hereby given that there will be an adjustment on March 1, 1968, in the phase of seconds pulses emitted from radio station WWVB, Fort Collins, Colo. At 0000 u.t. the clock at the station will be retarded 200 ms. The carrier frequency of WWVB is 60 kHz and is broadcast without offset. These emissions are made following the stepped atomic time (SAT) system as coordinated by the Bureau International de l'Heure (BIH).

Notice is also hereby given that there will be no adjustment in the phases of time pulses emitted from radio stations WWV, Fort Collins, Colo., and WWVH, Maui, Hawaii. The time pulses on these stations will continue to occur at intervals which are longer than 1 second by 300 parts in 10^{10} due to the offset maintained in the carrier frequencies of stations which follow the universal time (UTC) system, also coordinated by the BIH.

Phase adjustments, when needed, ensure that the emitted pulses from all stations will remain within about 100 ms. of the u.t.-2 scale, a nonuniform scale associated with the rotation of the earth. NBS obtains daily u.t.-2 information from forecasts of extrapolated u.t.-2 clock readings provided weekly by the U.S. Naval Observatory in accordance with the close cooperation maintained between the two agencies.

A. V. ASTIN,
Director.

JANUARY 22, 1968.

[F.R. Doc. 68-1109; Filed, Jan. 29, 1968; 8:47 a.m.].

Patent Office

PRESIDENT'S COMMISSION'S RECOMMENDATION CONCERNING PLANT PATENTS

Request for Comments

The time for submission of views and comments from interested parties, as set forth in the Request for Comments, published on January 3, 1968 (33 F.R. 29), is extended to April 1, 1968.

EDWARD J. BRENNER,
Commissioner of Patents.

JANUARY 19, 1968.

[F.R. Doc. 68-1160; Filed, Jan. 29, 1968; 8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

KENYA PYRETHRUM CO.

Notice of Filing of Petition Regarding Pesticides

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), notice is given that a petition (PP 8F0692) has been filed by the Kenya Pyrethrum Co., 1715 Southeast Fifth Street, Minneapolis, Minn. 55414, proposing the establishment of tolerances for residues of the insecticide pyrethrins in the raw agricultural commodities milk at 0.002 part per million and in the meat and fat of beef or dairy animals at 0.05 part per million.

The analytical method proposed in the petition for determining residues of the insecticide consists of solvent extraction followed by separation by column chromatography and paper chromatography. The amount of residue is then determined by a gas chromatographic procedure with an electron capture detector.

Dated: January 18, 1968.

J. K. KIRK,
Associate Commissioner for Compliance.

[F.R. Doc. 68-1116; Filed, Jan. 29, 1968; 8:47 a.m.]

McLAUGHLIN GORMLEY KING CO.

Notice of Filing of Petition Regarding Pesticides

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), notice is given that a petition (PP 8F0691) has been filed by the McLaughlin Gormley King Co., 1715 Southeast Fifth Street, Minneapolis, Minn. 55414, proposing the establishment of tolerances for residues of the insecticide di-*n*-propyl isocinchomeronate in the raw agricultural commodities milk and meat of dairy and beef animals at 0.1 part per million.

The analytical method proposed in the petition for determining residues of the insecticide consists of extracting the sample with acetone and ether and then removing the solvents. The residue is hydrolyzed to isocinchomeronic acid, purified by column chromatography, filtered, and hydrochloric acid is added to convert the isocinchromeronic acid to the hydrochloride. The residue is then determined by measuring the ultraviolet absorption at 227, 247, and 273 millimicrons.

Dated: January 22, 1968.

J. K. KIRK,
Associate Commissioner for Compliance.

[F.R. Doc. 68-1117; Filed, Jan. 29, 1968; 8:47 a.m.]

PITTSBURGH PLATE GLASS CO.

Notice of Filing of Petition Regarding Pesticides

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), notice is given that a petition (PP 8F0690) has been filed by the Pittsburgh Plate Glass Co., Pittsburgh, Pa. 15222, proposing the establishment of tolerances for negligible residues of the herbicide CIPC (isopropyl *N*-(3-chlorophenyl) carbamate) in or on the raw agricultural commodities cottonseed, forage legumes, fruiting vegetables, grain crops, leafy vegetables, root crop vegetables, safflower seed, seed and pod vegetables, small fruits, and strawberries at 0.5 part per million.

The analytical method proposed in the petition for determining residues of the herbicide is as follows: The sample is hydrolyzed with sodium hydroxide to form 3-chloroaniline, which is steam distilled from the hydrolysate, diazotized, and coupled with *N*-1-naphthylethylenediamine to form a dye. The absorbance of the dye is measured spectrophotometrically at 540 millimicrons.

Dated: January 22, 1968.

J. K. Kirk,
Associate Commissioner
for Compliance.

[F.R. Doc. 68-1118; Filed, Jan. 29, 1968; 8:48 a.m.]

Office of the Secretary

FOOD AND DRUG ADMINISTRATION

Statement of Organization, Functions, and Delegations of Authority

Part 10 (Food and Drug Administration) of the Statement of Organization, Functions, and Delegations of Authority for the Department of Health, Education, and Welfare (32 F.R. 10006) is hereby amended as follows:

In section 10–B Organization and Functions, a statement for the Assistant Commissioner for Field Coordination is added as follows:

Assistant Commissioner for Field Coordination. Advises and assists the Commissioner and key line and staff officials of the Agency regarding the development and execution of policies and operational guidelines which form the framework for management of the FDA District Offices at the local level. Participates fully in a consultative capacity in the formulation of program goals, objectives, and priorities which impact on the nationwide field service of the Food and Drug Administration. Coordinates the development of programing documents, ensuring that they satisfy the needs of the field service, are compatible with Agency-wide regulatory compliance policy, and makes full provision for accomplishment of program plans and objectives on a nationwide basis. Acts for the Commissioner in approving or clearing proposals and instructions affecting the overall activities of the District Offices. Assesses and initiates action to improve the management posture of the District Offices. Provides the central point within FDA to whom the headquarters bureaus and staffs can turn for coordinated field support services. Identifies and responds to problems and questions arising in connection with program activities of mutual concern of both headquarters bureaus and offices and the districts and establishes workable procedures and coordinative action for their resolution, emphasizing the Commissioner's policy of greater delegation of authority to the field. Evaluates the performance and capabilities of the district's executive staff in terms of their managerial and technical competence. In conjunction with the District Directors, develops immediate and long-range plans for the career development of district key staff members and monitors their implementation. Participates as a member of the Agency's Executive Development Board. Promotes continuous communication between and coordination among district offices, headquarters bureaus, and staff offices, and Regional Assistant Commissioners in the application of the Commissioner's policies and program objectives in the field.

Dated: January 24, 1968.

Donald F. Simpson,
Assistant Secretary
for Administration.

[F.R. Doc. 68-1119; Filed, Jan. 29, 1968; 8:48 a.m.]

OFFICE OF EDUCATION

Statement of Organization, Functions, and Delegations of Authority

Part 6 (Office of Education) of the Statement of Organization, Functions, and Delegations of Authority of the Department of Health, Education, and Welfare (32 F.R. 10476, 10477, dated July 15, 1967) is hereby amended to change the principal elements of the Office of Administration and the Office of Information from branches to divisions. The organization and functions of these organizational elements now read as follows:

6–B *Organization and functions.* * * *

Office of Administration. This office, which includes the Office of the Assistant Commissioner and the following six divisions, formulates policies and procedures, and provides services necessary for sound and uniform administration in the areas of management, budget and manpower, finance, personnel, general services, and contracts (including grants). It also serves as principal source of advice to the Commissioner on all matters of general administration.

Management Evaluation Division. Provides management advice and assistance to all elements of the Office of Education.

Plans and conducts management surveys and studies of Office activities. Designs and implements continuing OE management systems.

Directs the audit coordination function within OE, and investigates and responds to GAO inquiries and reports.

Budget and Manpower Division. Formulates budget policy and procedure for the Office of Education; directs the preparation, presentation, and execution of the OE budget; and maintains personnel ceiling controls.

Personnel Division. Formulates personnel management policy and procedure for all elements of the Office of Education; classifies positions; directs the recruitment, selection, and appointment of employees; and administers the employee development program.

Finance Division. Plans, develops, and administers an integrated system of financial policy, procedure and standards for Office of Education operations; maintains central accounting of transactions for all Office funds; provides fiscal services for headquarters components of the Office.

Contracts Division. Formulates contract and grant management policy and procedure for the Office of Education; directs the negotiation and administration of contracts (including grants) awarded by the Office of Education.

General Services Division. Conducts a program of general administrative services, including space management, mail and messenger services, procurement management, property management, reproduction services, publications distribution, and related services.

Assigns, counsels, and administratively supervises Youth Trainees referred through the U.S. Employment Office.

Office of Information. This Office, which includes the Office of the Assistant Commissioner and the following three divisions, plans, directs, and coordinates the public information activities of the Office of Education and is the central liaison with news media and the general and educational public.

Publications Division. Coordinates all publications activities for the Office of Education to assure conformance with publications policies. Responsible for design and production of publications. Prepares and publishes the monthly periodical, American Education. Provides technical services and professional advice for the preparation of manuscripts, technical reports, and other publications. Serves as clearance office for speeches, articles, and other materials prepared for public presentation. Maintains liaison with the Department, GPO and the Joint Committee on Printing concerning printing and publications policies.

News Division. Serves as the central channel through which education news and other education information is disseminated to the public through the various news media and to key officials throughout the Office and the Department.

Program Support Division. Provides a wide variety of editorial services to assist the bureaus and staff offices in preparing position papers, articles and other material about Office of Education programs.

* * * * *

Dated: January 24, 1968.

Donald F. Simpson,
Assistant Secretary
for Administration.

[F.R. Doc. 68-1114; Filed, Jan. 29, 1968; 8:47 a.m.]

SUPPLEMENTARY MEDICAL INSURANCE PROGRAM FOR APRIL 1968 THROUGH JUNE 1969

Statement of Actuarial Assumptions and Bases Employed in Arriving at Amount of Standard Premium Rate

On December 27, 1967, announcement was made of the premium rate of $4 a month necesary to finance benefits under part B of title XVIII of the Social Security Act for the period beginning April 1968. In the notice of premium rate published in F.R. Doc. 67-15172, appearing at page 21044 of the issue of the Federal Register for Saturday, December 30, 1967, notice was given that upon approval of H.R. 12080 by the President of the United States, the aforementioned premium rate would be effective for the

15-month period from April 1968 through June 1969. H.R. 12080 (Public Law 90-248) was approved by the President on January 2, 1968.

There follows a statement of actuarial assumptions and bases employed in arriving at the amount of the standard premium rate for the Supplementary Medical Insurance program for the period April 1968 through June 1969. This statement will, in accordance with section 1839(b)(2) of the Social Security Act, as amended, present a summary of the actuarial assumptions and bases employed in arriving at the amount of the standard premium rate under the Supplementary Medical Insurance Program (part B of title XVIII of the Social Security Act) that has been promulgated for the 15-month period, April 1968 through June 1969. The standard premium rate is that rate which is payable by those who enroll in their initial enrollment period and by those who enroll in a general enrollment period that terminates less than 12 months after the close of their initial enrollment period.

The actuarial determination has been made on the basis of both the actual operating experience under the program and the results of a current continuing sample survey of beneficiaries (which gives certain information more promptly than do the aggregate operations of the program). Because of the time lag in the submission of bills in this program, complete figures for the 6 months of 1966 are not yet available, and the processed data for the first 10 months of 1967 are rather incomplete.

There are current figures for cash expenditures under the program, but these figures taken alone are misleading because they do not take into account the liabilities arising from the natural delay in benefit payments until well after the date that services were received. Such delay is due to the tendency of enrollees to accumulate a number of bills before submitting a claim, the inherent delays by physicians and enrollees in making requests for payment, and the time required by the carriers to adjudicate and pay claims. There was a balance of $394 million in the Supplementary Medical Insurance Trust Fund at the end of October 1967 (a decline from a peak of $570 million at the end of March 1967), but there were at that time substantial outstanding liabilities incurred for services rendered during the first 16 months of the program.

On the basis of claims and administrative expenses paid (cash basis), the average monthly per capita expenditures of the program for the 6 months of 1966 were $1.93; for the first 10 months of 1967, the average was $6.06. However, these figures need to be adjusted for the estimated increase in liability that took place during the period for benefits that will be paid for services rendered during the period but had not been paid at the end of the period; i.e., the premium rate must be set on an accrual basis, rather than a cash basis.

Figures on an accrual basis for the 6 months of 1966 are, of course, much more complete than for 1967. On the basis of the 1966 accrual figures, it is now estimated that, for this 6-month period, benefits and administrative expenses per capita exceeded the income from premiums and matching Government contributions by 30 cents per month (i.e., 15 cents each). It is further estimated that the liability of the system for the entire 1½-year period, July 1966—December 1967, will be about 7 percent higher than the income from the premiums and the matching Government contribution. In other words, it is expected that the $3 premium for the entire period will be lower than half the cost for benefits and administrative expenses by about 20 cents. About 12 cents of this 20 cents is accounted for by the fact that apparently physicians' fees were higher during this period than had been assumed in setting the premium; the remaining 8 cents arises from the fact that there has apparently been a somewhat greater utilization of services under the program than had been anticipated. Projecting costs of the program for the 15-month period following March 1968 at the level of operation in 1966-67 thus would require an additional 20 cents in the premium rate. These estimates are based upon incomplete data for past periods and upon projections thereof and may be somewhat more or less when the final accounts are in.

In estimating the cost of the program for April 1968 through June 1969, it is necessary to provide for the long-term trend toward greater utilization of medical services (including the effects of the discovery and more frequent use of new, highly expensive medical techniques) and the long-range upward trend of the general earnings levels, which will be reflected in higher physicians' fees and administrative expenses. It is also necessary to take into account the liberalized benefits provided by the Social Security Amendments of 1967.

It is assumed that, in 1968-69, physicians' fees will increase at an annual rate of 5 percent and utilization of medical services by enrollees will increase at an annual rate of 2 percent. Administrative expenses are assumed to represent 9½ percent of the benefit payments; this figure is based on the actual operating results in 1967, when the average per capita administrative expenses of $0.56 per month represented 9.5 percent of the average per capita benefit costs on an incurred basis. (The administrative expenses, on a paid basis, represented an average monthly per capita amount of $0.70 for the 6 months of 1966. The 1966 average was relatively high because of the necessary one-time startup costs.) The average interest rate on the invested assets of the trust is assumed to be 4¾ percent (the rate applicable to virtually the entire portfolio as of Oct. 31, 1967).

It is estimated that, if the law had not been changed, the monthly per capita cost on a calendar-year basis would be $7.18 for 1968 and $7.81 for 1969. The cost for the 15-month period beginning April 1968 would average out at $7.43 a month. The effect of the 1967 amendments (by moving the hospital outpatient diagnostic benefits to Supplementary Medical Insurance from Hospital Insurance; by eliminating the cost-sharing provisions for inpatient radiology and pathology; and by liberalizing the outpatient physical therapy services) increases the cost of the program by 6 percent relatively—or to $7.89 per month (half of which is $3.95).

A standard premium rate of $4 per month for the 15-month period beginning April 1968 has been promulgated, to allow a margin for contingencies, as required by law.

In addition, the interest earnings of the trust fund are available as a margin for contingencies and, if not needed to pay benefits and administrative expenses in the current period, will reduce the unfunded liability for the past deficiency in the premium rate. Interest earnings are the equivalent of another 10 cents per capita in available income.

The explanation of the $1 increase in the monthly premium rate for the new premium period can be summarized in the following manner:

(a) The cost of the protection under the program as in effect in 1966-67 is estimated to have exceeded the income from premiums and Government matching contribution by about 7 percent—an increase of about 20 cents.

(b) The cost of the program in 1966-67 was abnormally low as a result of the fact that in the 6 months of operation in 1966 the full $50 deductible was applicable, and it had a much stronger effect in reducing benefit costs than will be the case in later years; in other words, with all other things being the same, the program cost is higher for future years, in which the $50 deductible is usually applicable for 12-month periods, than for the initial period—an increase of about 3 cents.

(c) The $50 deductible represents a smaller proportion of the total covered medical charges when these increase as a result of either higher physican fees or higher utilization—an increase of about 11 cents.

(d) The utilization of medical services is assumed to be higher in the new premium period than in 1966-67, and so the program cost is higher—an increase of about 11 cents.

(e) The level of physicians' fees is assumed to be higher in the new premium period than in 1966-67, and so the program cost is higher—an increase of about 27 cents.

(f) The 1967 amendments increased the benefit protection under this program, and so the program cost is higher—an increase of about 23 cents.

(g) The promulgated rate includes an amount to provide a margin for contingencies—an increase of about 5 cents.

As indicated previously, the program has more than ample funds, on a cash basis, to meet its expected obligations for benefit payments and administrative expenses now and in the period to which the promulgated premium rate applies.

Dated: January 23, 1968.

[SEAL] WILBUR J. COHEN,
Acting Secretary.

[F.R. Doc. 68-1120; Filed, Jan. 29, 1968; 8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-294]

MICHIGAN STATE UNIVERSITY

Notice of Proposed Issuance of Construction Permit

The Atomic Energy Commission ("the Commission") is considering the issuance of a construction permit, as set forth below, to Michigan State University (hereinafter "MSU"). The proposed construction permit will authorize MSU (1) to acquire the dismantled TRIGA Mark I nuclear reactor located on the campus of The University of Illinois at Urbana, Ill. (Docket No. 50-151) at such time as Illinois has dismantled the facility pursuant to an appropriate Commission order, (2) to transport the dismantled reactor to MSU's campus in East Lansing, Mich., and (3) to construct the proposed facility in the Engineering Building. The application from The University of Illinois to dismantle the facility is now under review by the Commission.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing, and any person whose interest may be affected by the issuance of this construction permit may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petiton for leave to intervene is filed within the time prescribed in this notice, a notice of hearing or an appropriate order will be issued.

For further details with respect to this proposed license, see (1) the application dated July 5, 1967, and amendments thereto, and (2) a related Safety Evaluation prepared by the Division of Reactor Licensing, which are available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of the Safety Evaluation may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C. 20545. Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 25th day of January 1968.

For the Atomic Energy Commission.

DONALD J. SKOVHOLT,
Assistant Director for Reactor Operations, Division of Reactor Licensing.

PROPOSED CONSTRUCTION PERMIT

[Construction Permit No. ------]

The Atomic Energy Commission (hereinafter "the Commission") having found that:

A. The application for license complies with the requirements of the Atomic Energy Act of 1954, as amended (hereinafter "the Act") and the Commission's regulations set forth in Title 10, Chapter I, CFR;

B. The TRIGA Mark I reactor is a utilization facility as defined in the Commission's regulations contained in Title 10, Chapter I, CFR, Part 50, "Licensing of Production and Utilization Facilities";

C. Michigan State University (hereinafter "MSU") has submitted sufficient technical information concerning the proposed facility, including the receipt and transfer of the dismantled reactor and construction and operation of the proposed facility to provide reasonable assurance that these activities can be undertaken without endangering the health and safety of the public;

D. The issuance of a construction permit to MSU for the receipt and transfer of the dismantled reactor and construction of the proposed facility in the manner proposed in the application will not be inimical to the common defense and security or the health and safety of the public; and

E. MSU is financially and technically qualified to receive, transport, and possess the dismantled reactor, and with its contractor, Gulf General Atomic Inc., is technically qualified to construct the facility in accordance with the regulations contained in Title 10, Chapter I, CFR.

Construction Permit No. -------, effective as of the date of issuance, is issued as follows:

1. This permit applies to the dismantled TRIGA Mark I nuclear reactor formerly operated by The University of Illinois under AEC Facility License No. R-69, Docket No. 50-151, and described in MSU's application to the Commission dated July 5, 1967 and amendment thereto dated September 25, 1967, December 11, 1967, and January 17, 1968 (hereinafter "the application").

2. Subject to the conditions and requirements incorporated herein, the Commission hereby licenses MSU:

A. Pursuant to Section 104c of the Act and Title 10, CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities", and Part 70, "Special Nuclear Material", (1) to receive the dismantled reactor at the present location on The University of Illinois campus at Urbana, Ill., at such time as The University of Illinois has dismantled the facility in accordance with an order issued by the Commission; (2) to transport it to the campus of MSU in East Lansing, Mich., and (3) to construct the facility in accordance with the application, including the reassembly in the facility storage pool of four instrumented fuel elements (subject to issuance of an appropriate Part 70 license for possession of the fuel) and the insertion of one instrumented fuel element at a time into the core to check the alignment of the core support structure and the electrical continuity of the instrumentation.

B. Pursuant to the Act and Title 10, CFR, Chapter I, Part 30, "Rules of General Applicability to Licensing of Byproduct Material", to receive, transport, and possess at the new location such byproduct material as may be contained in the dismantled reactor supplied by The University of Illinois.

3. This permit shall be deemed to contain and be subject to the conditions specified in the following Commission regulations (Title 10, CFR, Chapter I): Part 20, § 30.34 of Part 30, §§ 50.54 and 50.55 of Part 50, and § 70.32 of Part 70, and is subject to all applicable provisions of the Act and rules, regulations and orders of the Commission now or hereafter in effect, and is subject to the additional conditions specified below:

A. The receipt, transportation, and possession of the dismantled reactor shall be accomplished in accordance with procedures described in the application.

B. The earliest completion date of the facility is May 31, 1968. The latest completion date of the facility is January 1, 1969. The term "completion date", as used herein, means the date on which construction of the facility is completed except for the introduction of the fuel material.

C. The facility shall be constructed on MSU's campus at the location described in the application.

4. Upon completion of the construction of the facility in accordance with the terms and conditions of this permit, upon finding that the facility authorized has been constructed and will operate in conformity with the application and the provisions of the Act and of the rules and regulations of the Commission, upon execution of the indemnity agreement as required by section 170 of the Act and the absence of any good cause being shown to the Commission why the granting of a license would not be in accordance with the provisions of the Act, the Commission will issue a Class 104 license to MSU pursuant to section 104c of the Act, which license shall expire ten (10) years from the date of issuance of this construction permit, unless sooner terminated.

Date of issuance:

For the Atomic Energy Commission.

DONALD J. SKOVHOLT,
Assistant Director for Reactor Operations, Division of Reactor Licensing.

[F.R. Doc. 68-1139; Filed, Jan. 29, 1968; 8:48 a.m.]

AUTOMOTIVE AGREEMENT ADJUSTMENT ASSISTANCE BOARD

[APTA No. 7-014]

CERTAIN WORKERS OF PPG INDUSTRIES, WORKS NO. 4, FORD CITY, PA.

Petition for Determination of Eligibility to Apply for Adjustment Assistance; Summary of Final Determinations

Determinations of the Board. Pursuant to the Automotive Products Trade Act of 1965 (Public Law 89-283; 79 Stat. 1016) the Automotive Agreement Adjustment Assistance Board determines that:

Dislocation of workers of PPG Industries, Works No. 4, at Ford City, Pa., has occurred.

The operation of the United States-Canadian Automotive Products Agreement has not been the primary factor in causing such dislocation (sec. 302, APTA; § 501.9, Board regulations).

Background. A petition for a determination of eligibilty to apply for adjustment assistance under the Automotive Products Trade Act of 1965 was filed with the Automotive Agreement Adjustment Assistance Board on November 8, 1967, by Local No. 14 of the United Glass and Ceramic Workers of North America, on behalf of a group of workers of PPG Industries, Works No. 4, Ford City, Pa.

The petitioners alleged that the shipments of tempered glass (primarily automobile rear windows) from Works No. 4 have been reduced as a result of the fabrication of a quantity of automobile glass in Canada; and that as a result of increased imports of tempered glass from Canada, there has been a loss of approximately 150 jobs at the Ford City plant. They also alleged that a substantial reduction in shipments of plate glass to Duplate, Canada, Ltd., a majority-owned subsidiary of PPG Industries, for further fabrication has caused additional unemployment at Works No. 4 in Ford City.

On November 13, 1967, the Board requested the U.S. Tariff Commission to investigate and report on the facts relating to this petition (32 F.R. 12702, Nov. 21, 1967). Neither the petitioners nor any other party requested a hearing and none was held.

The Commission submitted its report on January 3, 1968 (APTA–W–20). The Commission stated that only certain sections of the report could be made public since much of the information it contains was received in confidence (33 F.R. 242, Jan. 6, 1968).

The Board, in addition, obtained advice from the Departments of the Treasury, Commerce, Labor, and the Small Business Administration under section 302(f)(1) of the Act.

Pittsburgh Plate Glass Co. (Now PPG Industries). PPG operates plate glass plants at Ford City and Creighton, Pa.; Cumberland, Md.; and Crystal City, Mo. PPG fabricates tempered automobile glass at Ford City and Tipton, Pa., and Crestline, Ohio. The Ford City plant is one of the oldest plate glass plants in the country, whereas the Crestline plant was constructed in 1959, and the Tipton plant was activated for production in mid-1966.

Duplate Canada, Ltd., PPG Industries' Canadian subsidiary, operates three plants in which it produces automobile glass. These plants are located at Windsor, Oshawa, and Oakville, all in Ontario.

Works No. 4, Ford City, Pa. The activities of Works No. 4 are divided among three major activities, two of which—plate glass and tempered automotive glass (primarily rear windows)—are involved in this petition. The other activity includes several small departments which produce a variety of decorating and other nonautomotive tempered products.

Data obtained by the Tariff Commission show that shipments of plate glass from Works No. 4 to Duplate Canada have not declined since the United States-Canadian Automotive Products Agreement became effective.

Tempered automotive glass is used in the side and rear windows of all passenger cars and most trucks manufactured in the United States and Canada. Curved tempered sidelights have virtually replaced flat tempered sidelights in passenger cars since the 1965 model year. Ford City does not have facilities for producing curved tempered sidelights and, as a result, has been virtually reduced to production of tempered glass for trucks. The Tipton and Crestline plant, which have capability for producing the full line of tempered automotive glass, now serve the automobile assembly plants formerly served by the Ford City plant. The data obtained by the Tariff Commission indicate that there has been no decline in shipments of all tempered glass, or of flat tempered glass, by PPG's U.S. plants in total, but that there has been a very sharp drop in the Ford City share of such output.

Conclusions and determinations—Automotive product. The Board concludes that the petitioners were employed in a plant of PPG Industries manufacturing an automotive product as defined by the Act: Tempered automobile glass primarily for use as original equipment in the assembly of motor vehicles.

The Tariff Commission points out that raw plate glass apparently would not come within the scope of the definition in the Act of an "automotive product" because such glass requires further fabrication before it may be used on a motor vehicle.

Dislocation. Dislocation in the case of a group of workers means actual or threatened unemployment or underemployment of a significant number or proportion of the workers of a firm or an appropriate subdivision thereof. Average monthly employment in the plate glass department declined fairly steadily from a high of about 500 in January 1966 to approximately 420 in November 1967. In the automotive tempering department average monthly employment fell from over 90 in the last quarter of 1966 to less than 20 in the same period of 1967. The requirements of the Act with respect to dislocation are, therefore, met (sec. 302 (b)(1), APTA; § 501.2(i)(2), Board regulations).

Role of the operation of the Agreement. Pursuant to section 302(b) (2) and (3) of the Act, the Tariff Commission obtained data indicative of U.S. production, U.S. imports from Canada, U.S. exports to Canada, and Canadian production of tempered automotive rear windows for use as original equipment in the assembly of motor vehicles. On the basis of these data, the Board determines that recent U.S. production of tempered rear windows has been greater than that of the corresponding period in model year 1964 and, therefore, the requirements of section 302(b)(2) of the Act are not met.

Therefore, the Board considered whether the operation of the Agreement has nevertheless been the primary factor in causing or threatening to cause the dislocation of the group of workers (section 302(d), Act). The Act (section 302 (1)(4)) defines the "operation of the Agreement" to include governmental or private action in the United States or Canada directly related to the conclusion or implementation of the Agreement. "Primary factor" means a factor which is greater in importance than any other single factor present in a given case, but which does not have to be greater than any combination of other factors (§ 501.2(j), Board regulations).

The Board concludes that the operation of the United States-Canadian Automotive Products Agreement has not been the primary factor in causing the dislocation of workers at PPG Industries' Works No. 4 at Ford City, Pa., regardless of whether or not plate glass is an automotive product within the scope of the Act. In arriving at its determination, the Board attached particular significance to the following facts:

(1) Although total production and employment in the plate glass department have declined since 1964, shipments to Duplate Canada have increased.

(2) Total shipments of tempered automotive rear windows from all U.S. PPG plants has remained almost constant while the percentage produced at Ford City was reduced significantly.

(3) The demand for flat tempered side windows, as produced at Ford City, has shifted to curved tempered side windows which Ford City is unable to produce.

(Sec. 302, Automotive Products Trade Act of 1965, 79 Stat. 1018; Executive Order 11254, 30 F.R. 13569; Automotive Agreement Adjustment Assistance Board regs., 48 CFR Part 501, 31 F.R. 827; Board Order No. 1, 31 F.R. 853)

AUTOMOTIVE AGREEMENT ADJUSTMENT ASSISTANCE BOARD,
EDGAR I. EATON,
Executive Secretary.

JANUARY 18, 1968.

[F.R. Doc. 68–1095; Filed, Jan. 29, 1968; 8:46 a.m.]

[APTA No. 7–015]

CERTAIN WORKERS OF PPG INDUSTRIES, WORKS NO. 1, CREIGHTON, PA.

Petition for Determination of Eligibility To Apply for Adjustment Assistance; Summary of Final Determinations

Determinations of the Board. Pursuant to the Automotive Products Trade Act of 1965 (Public Law 89–283; 79 Stat. 1016) the Automotive Agreement Adjustment Assistance Board determines that:

Dislocation of workers of PPG Industries' Works No. 1 at Creighton, Pa., has occurred.

The operation of the United States-Canadian Automotive Products Agreement has not been the primary factor in causing such dislocation (sec. 302, APTA; § 501.9, Board regulations).

Background. A petition for a determination of eligibility to apply for adjustment assistance under the Automotive Products Trade Act of 1965 was filed with the Automotive Agreement Adjustment Assistance Board on November 8, 1967, by Local No. 12 of the United Glass and Ceramic Workers of North America, on behalf of a group of workers at PPG Industries' Works No. 1, Creighton, Pa.

The petitioners alleged that the shipments of laminated glass (primarily windshields) from Works No. 1 have been reduced as a result of increased imports of laminated glass from Canada with a resultant loss of approximately 150 jobs. They also alleged that a substantial reduction in shipments of plate glass to Duplate Canada, Ltd., a majority-owned subsidiary of PPG, for further fabrication has caused further unemployment at Works No. 1 in Creighton.

On November 13, 1967, the Board requested the U.S. Tariff Commission to investigate and report on the facts relating to this petition (32 F.R. 12702, Nov. 21, 1967). Neither the petitioners nor any other party requested a hearing and none was held.

The Commission submitted its report on January 3, 1968 (APTA-W-21). The Commission stated that only certain sections of the report could be made public since much of the information it contains was received in confidence (33 F.R. 244, Jan. 6, 1968).

The Board, in addition, obtained advice from the Departments of the Treasury, Commerce, Labor, and the Small Business Administration under section 302(f) (1) of the Act.

PPG Glass Producing Facilities. PPG operates plate glass plants at Ford City and Creighton, Pa.; Cumberland, Md.; and Crystal City, Mo. PPG has float glass facilities at Cumberland and Crystal City and is currently constructing a float glass plant at Meadville, Pa. Float glass, which is comparable in quality to plate glass but substantially cheaper to produce, is gradually being substituted for plate glass as a raw material.

Facilities for fabricating automobile glass are located at Ford City, Creighton, Greensburg, and Tipton (all in Pennsylvania), at Crystal City, Mo., and at Crestline, Ohio. Laminated automobile glass is fabricated only at Creighton, which serves the curved windshield OEM[1] market, and at Greensburg, which produces replacement windows. All flat laminated automobile glass is fabricated at Creighton.

Duplate Canada, Ltd., PPG Industries' Canadian subsidiary, operates three plants in which it produces automobile glass. These plants, all of which fabricate curved windshields, are located at Windsor, Oshawa, and Oakville (all in Ontario).

PPG Works No. 1—Creighton, Pa. Current operations at Works No. 1 are divided among the three departments which are discussed below:

(1) *Plate Glass.* The furnaces and the grinding and polishing line are the smallest and most obsolete plate glass facilities in the company and, therefore, are among the first to be closed down when shipments decline or when new capacity is created. Total shipments of plate glass from Works No. 1 increased substantially from 1964 to 1966 and then declined sharply in 1967 as production of raw glass was transferred to other domestic plate and float glass plants. Shipments to Duplate Canada were reduced drastically between 1964 and 1966 and remained negligible in 1967.

(2) *Curved laminated windshields.* Average employment and shipments in the curved windshield department, the smallest and only department engaged exclusively in the production of automobile glass, increased substantially from 1964 to 1966. However, in 1967 employment declined slightly, although shipments continued to increase.

(3) *Flat laminated and specialty glass.* Production of flat laminated glass for automotive use accounts for a small percentage of the employment and shipments of this department. The predominate activity in recent years has been the fabrication of specialty glass products primarily for aircraft use. Shipments of automotive glass from this department increased from 1964 to 1965, declined slightly in 1966, and declined substantially in 1967. This is attributed to a reduction in the number of trucks produced and to increased substitution of tempered glass in the side and rear windows of trucks. Average employment in this department has risen appreciably since 1964.

Conclusions and determinations—Automotive product. The Board concludes that the petitioners were employed in a plant of PPG Industries, manufacturing an automotive product as defined by the Act: Laminated automobile glass to be used primarily as original equipment.

The Tariff Commission points out that raw plate glass apparently would not come within the scope of the definition in the Act of an "automotive product" because such glass requires further fabrication before it may be used on a motor vehicle.

Dislocation. Dislocation in the case of a group of workers means actual or threatened unemployment or underemployment of a significant number or proportion of the workers of a firm or an appropriate subdivision thereof. Average monthly employment in the plate glass department for the period January–November declined by over 300 persons from 550 in 1966 to 230 in 1967. In the curved windshield department, employment also declined, but less drastically, from 325 to 300. The requirements of the Act with respect to dislocation are therefore met (sec. 302(b) (1), APTA; § 501.2(i) (2), Board regulations).

Role of the operation of the Agreement. Pursuant to section 302(b) (2) and (3) of the Act, the Tariff Commission obtained data indicative of U.S. production, U.S. imports from Canada, U.S. exports to Canada, and Canadian production of laminated automotive glass for use as original equipment in the assembly of motor vehicles. On the basis of these data the Board determines that, while recent U.S. production of laminated automobile glass has decreased compared with the corresponding period in 1964, there has not been an appreciable increase in imports of this product from Canada or an appreciable decrease in exports to Canada during the same period. Therefore, the requirements of section 302(b) (2) and (3) of the Act have not been met.

The Board considered whether the operation of the Agreement has nevertheless been the primary factor in causing or threatening to cause the dislocation of the group of workers (section 302 (d), Act). The Act (section 302(1) (4)) defines the "operation of the Agreement" to include governmental or private action in the United States or Canada directly related to the conclusion or implementation of the Agreement. "Primary factor" means a factor which is greater in importance than any other single factor present in a given case, but which does not have to be greater than any combination of other factors (§ 501.2 (j), Board regulations).

The Board concludes that the operation of the United States-Canadian Automotive Products Agreement has not been the primary factor in causing the dislocation of workers at PPG Industries' Works No. 1 at Creighton, Pa., regardless of whether or not plate glass is an "automotive product" within the scope of the Act. In arriving at its determination, the Board attaches particular significance to the following facts:

(1) Employment in the plate glass department decreased when production was transferred to other domestic plants and not when shipments to Canada declined. Such shipments to Canada were reduced in a period when both employment and production at Creighton were rising.

(2) There was no decline in production of curved laminated windshields.

(3) A decline in demand for flat laminated windows caused the production decrease of flat laminated automotive products.

(Sec. 302, Automotive Products Trade Act of 1965, 79 Stat. 1018; Executive Order 11254, 30 F.R. 13569; Automotive Agreement Adjustment Assistance Board regs., 48 CFR Part 501, 31 F.R. 827; Board Order No. 1, 31 F.R. 853)

AUTOMOTIVE AGREEMENT ADJUSTMENT ASSISTANCE BOARD,
EDGAR I. EATON,
Executive Secretary.

JANUARY 18, 1968.

[F.R. Doc. 68-1096; Filed, Jan. 29, 1968; 8:46 a.m.]

FEDERAL HOME LOAN BANK BOARD

[No. 21,350]

GULF FEDERAL SAVINGS AND LOAN ASSOCIATION

Notice of Appointment of Conservator

JANUARY 26, 1968.

Whereas, by Federal Home Loan Bank Board Order No. 21,346, dated January 26, 1968, the Federal Home Loan Bank Board, acting under the authority conferred upon it by section 5(d) (6) of the Home Owners' Loan Act of 1933, as amended (12 U.S.C. 1464(d) (6)), did appoint a conservator for Gulf Federal Savings and Loan Association, Crestview, Fla.; and

---

[1] Original equipment manufacturing.

Whereas, § 547.4 of the rules and regulations for the Federal Savings and Loan System (12 CFR 547.4) requires that notice of the appointment of a conservator be filed forthwith for publication in the FEDERAL REGISTER:

Now, therefore, be it resolved that the Secretary to the Board is directed to file the following notice for publication in the FEDERAL REGISTER:

Notice is hereby given that on January 26, 1968, the Federal Home Loan Bank Board by Order No. 21,346 did appoint, at the request of the Board of Directors, Francis O. Betzold as Conservator for Gulf Federal Savings and Loan Association, Crestview, Fla., pending further disposition of said Association and its affairs, and, as such Conservator, to have and exercise all the powers, rights, and privileges, and assume and perform all of the duties and responsibilities, of a conservator accorded or imposed by and subject to the provisions of law, the rules and regulations for the Federal Savings and Loan System, and orders issued by the Federal Home Loan Bank Board.

By the Federal Home Loan Bank Board.

[SEAL] JACK CARTER,
Secretary.

[F.R. Doc. 68-1181; Filed, Jan. 29, 1968; 8:48 a.m.]

FEDERAL MARITIME COMMISSION

LATIN AMERICA/PACIFIC COAST STEAMSHIP CONFERENCE

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. R. F. Burley, Chairman, Latin America/Pacific Coast Steamship Conference, 417 Montgomery Street, San Francisco, Calif. 94104.

Agreement 8660-2, among the member lines of the Latin America/Pacific Coast Steamship Conference amends Article 2 to include in the inbound conference trade additional Mexican and Central American ports and to more accurately describe the Caribbean Sea ports served by the conference. Amended Trade Area "E" is as follows:

Caribbean ports of Cuba; Jamaica; Haiti; Dominican Republic; British West Indies (not including the Bahamas); Leeward and Windward Islands; Barbados; French Guiana; Guyana; Surinam; French West Indies; Venezuela; Netherlands Antilles; Colombia and all ports in Republic of Panama; Balboa and Cristobal, C.Z.; Mexico; Guatemala; El Salvador; Honduras; British Honduras; Nicaragua and Costa Rica.

Dated: January 25, 1968.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 68-1110; Filed, Jan. 29, 1968; 8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-3978 etc.]

SIGNAL OIL AND GAS CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates [1]

JANUARY 19, 1968.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 12, 1968.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however,* That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after July 1, 1967, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price Per Mcf	Pressure base
G-3978 E 11-13-67	Signal Oil & Gas Co., Operator (successor to H. A. Ells, et al., d.b.a. All Star Gas Co.), 1010 Wilshire Blvd., Los Angeles, Calif. 90017.	Lone Star Gas Co., acreage in Carter County, Okla.	(1) 12.0	14.65
G-12150 D 1-8-68 [2]	Cities Service Oil Co., Cities Service Bldg., Bartlesville, Okla. 74003.	Colorado Interstate Gas Co., acreage in Beaver County, Okla.	Assigned	-------
G-13827 12-15-67 [3]	Mobil Oil Corp., Post Office Box 1774, Houston, Tex. 77001.	Tennessee Gas Pipeline Co., a division of Tenneco, Inc., Vermilion Block 46 Field, Offshore Louisiana.	(3)	-------
CI61-1445 E 1-4-68	Harry L. Bigbee (successor to Harl D. Byrd), Post Office Box 669, Santa Fe, N. Mex. 87501.	El Paso Natural Gas Co., Escrito Gallup Field, Rio Arriba County, N. Mex.	12.0	15.025
CI62-377 D 1-5-68 [4]	Paul H. Ash et al. d.b.a. A & C Oil and Gas Co. c/o, Mr. David D. Taylor, 318 Professional Bldg., Clarksburg, W. Va. 26301.	Equitable Gas Co., Skin Creek District, Lewis County, W. Va.	Assigned	-------
CI63-648 E 11-3-67	William A. Sidwell, Jr. (successor to The Sidwell Corp.), 1300 First National Bank Bldg., Denver, Colo. 80202.	El Paso Natural Gas Co., acreage in San Juan County, N. Mex.	12.0	15.025
CI64-679 C 1-8-68	Livingston Oil Co., Post Office Box 2848, Tulsa, Okla. 74103.	Kansas-Nebraska Natural Gas Co., Inc., acreage in Hamilton County, Kans.	[5] 12.5	14.65

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

---

[1] This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price Per Mcf	Pressure base
CI66-58 D 11-13-67	Texaco, Inc., Post Office Box 52332, Houston, Tex. 77052.	Cities Service Gas Co., South Bishop Field, Ellis County, Okla.	(6)	--------
CI66-90 C 1-4-68	Texas Gas Exploration Corp. et al. 1111 First City National Bank Bldg., Houston, Tex. 77052.	Texas Gas Transmission Corp., St. Charles Area, Hopkins County, Ky.	15.0	15.025
CI67-348 C 1-8-68	Sanford E. McCormick, 1603 First City National Bank Bldg., Houston, Tex. 77002.	United Gas Pipe Line Co., Riverside Field, Walker and Trinity Counties, Tex.	14.0	14.65
CI67-349 C 9-28-67	Bruce Anderson, 600 Southwest Tower, Houston, Tex. 77002.	Panhandle Eastern Pipe Line Co., South Peek Field, Ellis and Roger Mills Counties, Okla.	[7] 17.0 [5] [8] 15.0	14.65
CI68-206 C 11-30-67	Midwest Oil Corp., 1700 Broadway, Denver, Colo. 80202.	Arkansas Louisiana Gas Co., Mansfield Field, Scott County, Ark.	15.0	14.65
CI68-561 B 10-18-67	Wm. D. McBee (Operator) et al., 13th Floor, Dallas Federal Savings Bldg., Dallas, Tex. 75201.	Lone Star Gas Co., Sherman Field, Grayson County, Tex.	Depleted	--------
CI68-687 A 11-20-67	Mrs. Grace L. Handley, agent for Barrett Gas Co., Post Office Box 184, Culloden, W. Va. 25510.	United Fuel Gas Co., Duval District, Lincoln County, W. Va.	16.0	15.325
CI68-798 (G-20256) F 1-2-68	Wolfe Drilling Co. (successor to Home-Stake Production Co.), Box 559, Tulsa, Okla. 74101.	Cities Service Gas Co., East Orlando Field, Payne County, Okla.	[9] 12.0	14.65
CI68-799 B 1-2-68	Fred Morgan, et al., c/o Morgan Petroleum Co., Liberty Bank Bldg., Oklahoma City, Okla. 73104.	Cities Service Gas Co., acreage in Cleveland County, Okla.	Depleted	--------
CI68-800 A 1-4-68	Joseph E. Seagram & Sons, Inc., d.b.a. Texas Pacific Oil Co. et al., Post Office Box 747, Dallas, Tex. 75221.	Natural Gas Pipeline Co. of America, Lacassine Field, Cameron Parish, La.	21.25	15.025
CI68-802 (CI67-247) F 1-4-68	Kirkpatrick Oil & Gas Co. (successor to John L. Crawford), 1300 North Broadway, Oklahoma City, Okla. 73103.	Panhandle Eastern Pipe Line Co., acreage in Woods County, Okla.	[5] 15.0	14.65
CI68-803 B 1-4-68	MacDonald Oil Corp. (Operator), et al., c/o Robert M. Martin, Jr., Esq., 41st Floor, Republic National Bank Bldg., Dallas, Tex. 75201.	United Gas Pipe Line Co., Agua Dulces Field, Nueces County, Tex.	----------	--------
CI68-804 B 1-5-68	Gulf Oil Corp., Post Office Box 1589, Tulsa, Okla. 74102.	Arkansas Louisiana Gas Co., South Marlow Field, Stephens County, Okla.	Depleted	--------
CI68-805 B 1-5-68	do	Panhandle Eastern Pipe Line Co., Haviland Pool, Kiowa County, Kans.	Depleted	--------
CI68-807 (CI66-283) F 1-5-68	Thomas N. Berry & Co. (successor to Mobil Oil Corp.), Post Office Box 111, Stillwater, Okla. 74074.	Kansas-Nebraska Natural Gas Co., Inc., Southeast Liberal Area, Texas County, Okla.	17.0	14.65
CI68-808 (CI62-377) F 1-5-68	Appalachian Natural Resources, Inc., and Appalachian Royalties, Inc. (successor to Paul H. Ash, et al., d.b.a. A & C Oil and Gas Co.), 208 Professional Bldg., Clarksburg, W. Va. 26301.	Equitable Gas Co., Skin Creek District, Lewis County, W. Va.	25.0	15.325
CI68-809 A 1-8-68	Ashland Oil & Refining Co., Post Office Box 18695, Oklahoma City, Okla. 73118.	Panhandle Eastern Pipe Line Co., Dover-Hennessey Area, Logan, Blaine, Garfield, and Kingfisher Counties, Okla.	[5] 15.0	14.65
CI68-810 A 1-8-68	Pure Oil Co., Inc., Box 52, Yale, Okla. 74085.	Cities Service Gas Co., East Cushing Field, Creek County, Okla.	[10] 13.0	14.65
CI68-811 A 1-8-68	Shell Oil Co., 50 West 50th St., New York, N.Y. 10020.	Panhandle Eastern Pipe Line Co., Dover-Hennessey Area, Logan, Blaine, Garfield, and Kingfisher Counties, Okla.	[5] 15.0	14.65
CI68-812 A 1-8-68	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017.	Panhandle Eastern Pipe Line Co., South Peek Field, Roger Mills County, Okla.	[5] 17.0	14.65
CI68-813 A 1-8-68	Richard F. Clayton and Lavean M. Clayton, 2102 Lee Ave., Farmington, N. Mex. 87401.	El Paso Natural Gas Co., San Juan Basin, San Juan County, N. Mex.	13.0	15.025
CI68-814 A 1-8-68	Texas Oil & Gas Corp., 2520 Fidelity Union Tower, Dallas, Tex. 75201.	Cities Service Gas Co., acreage in Beaver County, Okla.	[5] 17.0	14.65
CI68-815 A 1-8-68	Phillips Petroleum Co., Bartlesville, Okla. 74003.	United Gas Pipe Line Co., South Timbalier Area, Offshore Lafourche Parish, La.	20.0	15.025
CI68-816 B 1-8-68	do	Northern Natural Gas Co., Panhandle Field, Gray County, Tex.	(11)	--------

[1] Rate in effect subject to refund in Docket No. RI63-178.
[2] Deletes acreage assigned to Southwestern Oil Industries, Inc.
[3] Amendment to certificate filed to clarify depth limitation.
[4] Deletes acreage assigned to Appalachian Natural Resources, Inc., and Appalachian Royalties, Inc.
[5] Subject to upward and downward B.t.u. adjustment.
[6] Deletes Lease Nos. 197986 and 198325. The leases expired Dec. 15, 1966.
[7] Production from acreage in Ellis County.
[8] Production from acreage in Roger Mills County.
[9] Rate in effect subject to refund in Docket No. RI64-124.
[10] Includes 5 cents per Mcf gathering charge to be paid Applicant as agent for the Wichita Gas System by certain nonoperators.
[11] Supply of gas no longer available.

[F.R. Doc. 68-1029; Filed, Jan. 29, 1968; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File Nos. 7-2832, 7-2833]

AQUA-CHEM, INC., AND GULTON INDUSTRIES, INC.

Notice of Applications for Unlisted Trading Privileges and of Opportunity for Hearing

JANUARY 22, 1968.

In the matter of applications of the Philadelphia-Baltimore-Washington Stock Exchange for unlisted trading privileges in certain securities.

The above-named national securities exchange has filed applications with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stocks of the following companies, which securities are listed and registered on one or more other national securities exchanges:

	File No.
Aqua-Chem, Inc.	7-2832
Gulton Industries, Inc.	7-2833

Upon receipt of a request, on or before February 6, 1968, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 68-1097; Filed, Jan. 29, 1968; 8:46 a.m.]

[812-2226]

BROAD STREET INVESTING CORP.

Notice of Filing of Application for Order Exempting Sale by Open-End Company of Shares at Other Than Public Offering Price

JANUARY 24, 1968.

Notice is hereby given that Broad Street Investing Corp. ("applicant"), 65 Broadway, New York, N.Y., 10006, a Maryland corporation registered under the Investment Company Act of 1940 ("Act") as an open-end diversified management investment company, has filed an application pursuant to section 6(c) of the Act requesting an order of the Commission exempting from the provisions of section 22(d) of the Act a transaction in which applicant's redeemable securities will be issued at a price other than the current public offering price described in the prospectus, in exchange for the assets of The Enfield Construction Co. ("Enfield").

All interested persons are referred to the application on file with the Commission for a statement of the applicant's representations which are summarized below.

Enfield, incorporated in Connecticut in 1906, is an investment company, all of the outstanding stock of which is owned by 20 persons, and is exempt from registration under the Act by reason of the provisions of section 3(c)(1) thereof. Prior to 1930 Enfield was engaged in the contract supply business and in or prior to that year sold or otherwise disposed of substantially all of its assets and business. Since that date it has been engaged primarily in the business of investing and reinvesting its funds. Pursuant to an agreement between applicant and Enfield, substantially all of the cash and securities owned by Enfield, with a value of approximately $557,615 as of October 31, 1967, will be transferred to applicant in exchange for shares of its capital stock. The number of shares of applicant to be issued is to be determined by dividing the aggregate market value (with certain adjustments as set forth in detail in the application) of the assets of Enfield to be transferred to applicant by the net asset value per share of the applicant, both to be determined as of valuation time, as defined in the agreement. If the valuation under the agreement had taken place on October 31, 1967, Enfield would have received 35,760 shares of applicant's stock. The exchange contemplated by the agreement would be prohibited by section 22(d) as being a sale of a redeemable security by a registered investment company at a price other than a current offering price described in the prospectus, unless exempted by an order under section 6(c) of the Act.

When received by Enfield the shares of the applicant, which are registered under the Securities Act of 1933, are to be distributed to the Enfield stockholders on the liquidation of Enfield. Applicant has been advised by the management of Enfield that the stockholders of Enfield have no present intention of redeeming or otherwise transferring any of applicant's shares following the proposed transaction.

No affiliation exists between Enfield or its officers, directors, or stockholders and applicant, its officers or directors, and the agreement was negotiated at arm's length by the two companies. Applicant's Board of Directors approved the agreement as being in the best interests of its shareholders, taking all relevant considerations into account, including, among other things, the fact that the resulting increase in assets will tend to reduce per share expenses.

Section 22(d) of the Act provides that registered investment companies issuing redeemable securities may sell their shares only at the current public offering price as described in the prospectus. Section 6(c) permits the Commission, upon application, to exempt such a transaction if it finds that such an exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Applicant contends that the proposed offering of its stock will comply with the provisions of the Act, other than section 22(d) and submits that the granting of the application would be in accordance with the established practice of the Commission, is necessary and appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than February 12, 1968, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 68-1098; Filed, Jan. 29, 1968; 8:46 a.m.]

[70-4579]

METROPOLITAN EDISON CO.

Notice of Proposed Issue and Sale of Short-Term Notes to Banks

JANUARY 24, 1968.

Notice is hereby given that Metropolitan Edison Co. ("Met-Ed"), 2800 Pottsville Pike, Mulhenberg Township, Berks County, Pa., an electric utility subsidiary company of General Public Utilities Corp., registered holding company, has filed a declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a) and 7 thereof as applicable to the proposed transactions. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transactions.

Met-Ed proposes to issue and sell, from time to time prior to February 28, 1969, to the banks named below its promissory notes, each of which will mature not later than 9 months from the date of issue, will be prepayable at any time without penalty, and will bear interest at the prime rate in effect for commercial borrowings at the date of issue of the note at the bank from which such borrowing is made.

Although no commitments or agreements for such borrowings have been made, if this declaration is permitted to become effective by the Commission, Met-Ed expects that, as and to the extent that its cash needs require, borrowings will be effected from among the following banks, the maximum to be borrowed and outstanding from each such bank being as follows:

First National City Bank, New York, N.Y.	$4,000,000
Marine Midland Grace Trust Co. of New York, N.Y.	4,000,000
Morgan Guaranty Trust Co. of New York, N.Y.	4,000,000
The Fidelity Bank, Philadelphia, Pa	3,500,000
The First Pennsylvania Banking & Trust Co., Philadelphia, Pa	3,500,000
American Bank & Trust Co. of Pennsylvania, Reading, Pa	2,500,000
Peoples Trust City Bank, Reading, Pa	1,000,000
Reading Trust Co., Reading, Pa	650,000
National Bank & Trust Co. of Central Pennsylvania, York Pa	1,650,000
York Bank & Trust Co., York Pa	1,000,000
Total	25,800,000

Met-Ed will use the proceeds from the sale of the notes for construction expenditures and/or to pay other short-term notes, the proceeds of which have been so applied. The contemplated construction program for 1968 is estimated at approximately $55 million.

The declaration states that the net proceeds from any permanent debt financing effected prior to the maturity of any of the proposed notes will be used to pay part or all of the notes then outstanding, and the maximum amount of indebtedness which may be incurred by Met-Ed under this declaration will be reduced by an amount equal to the net proceeds of the permanent debt financing.

The fees and expenses to be paid by Met-Ed in connection with the issue and sale of the notes are estimated at $4,300, including counsel fees of $4,000. No State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than February 21, 1968, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 68-1099; Filed, Jan. 29, 1968; 8:46 a.m.]

SANTA FE INTERNATIONAL, INC.

Order Suspending Trading

JANUARY 24, 1968.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Santa Fe International, Inc., Denver, Colo. (Formerly Santa Fe Uranium and Oil Co., Inc.), otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 25, 1968, through February 3, 1968, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 68-1100; Filed, Jan. 29, 1968; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 535]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 25, 1968.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC 67 (49 CFR Part 340) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 112520 (Sub-No. 171 TA), filed January 22, 1968. Applicant: McKENZIE TANK LINES, INC., New Quincy Road, Post Office Box 1200, Tallahassee, Fla. 32302. Applicant's representative: Sol H. Proctor, 1729 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Chemicals,* in bulk, in tank vehicles, from Pace, Fla., to points in Kanawha County, W. Va., for 180 days. Supporting shipper: Escambia Chemical Corp., Post Office Box 467, Pensacola, Fla. 32502. Send protests to: District Supervisor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 112588 (Sub-No. 12 TA), filed January 22, 1968. Applicant: RUSSELL TRUCKING LINE, INC., 1820 Milan Road, Sandusky, Ohio 44870. Applicant's representative: Charles B. Myers, 611 Field Building, Chicago, Ill. 60603. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Paint, paint products, plasterboard joint system, plasterboard joint compound, and plasterboard tape,* from the plantsite of United States Gypsum Co. at Gypsum, Ohio, to points in Indiana and Kentucky, for 180 days. Supporting shipper: United States Gypsum Co., 101 South Wacker Drive, Chicago, Ill. 60606. Send protests to: Keith D. Warner, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 5234 Federal Office Building, Toledo, Ohio 43064.

No. MC 113666 (Sub-No. 28 TA), filed January 22, 1968. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Road, Freeport, Pa. 16229. Applicant's representative: L. A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Urea and ammonium nitrate,* in containers, from Olean, N.Y., to points in Maine, New Hampshire, Vermont, Connecticut, Massachusetts, Rhode Island, Pennsylvania, New Jersey, Virginia, and Maryland, for 180 days. Supporting shipper: Agway, Inc., Box 1333, Syracuse, N.Y. 13201. Send protests to: John J. England, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2109 Federal Building, Pittsburgh, Pa. 15222.

No. MC 115491 (Sub-No. 107 TA), filed January 22, 1968. Applicant: COMMERCIAL CARRIER CORPORATION, Post Office Drawer 67, 502 East Bridgers Avenue, Auburndale, Fla. 33823. Applicant's representative: Tony G. Russell (same address as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Liquid plastics,* in bulk, in tank vehicles, from Lakeland, Fla. to La Grange, Ga., Charleston, S.C., Morganton and High Point, N.C., and Houston, Tex., for 180 days. Supporting shipper: Alpha Chemical Corp., Post Office Drawer A, Kathleen, Fla. 33849. Send protests to: Joseph B. Teichert, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 1226, 51 Southwest First Avenue, Miami, Fla. 33130.

No. MC 127049 (Sub-No. 1 TA), filed January 22, 1968. Applicant: CEDARBURG CONTAINER CARRIERS CORPORATION, 1032 Fourth Avenue, Grafton, Wis. 53024. Applicant's representative: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis. 53203. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Wool tops,* from South Barre and Holyoke, Mass., to Grafton, Wis., for the account of Badger Mills of Grafton, Wis., for 180 days. Supporting shipper: Badger Mills, 3900 North Claremont Avenue, Chicago, Ill. 60618 (Lowell S. Fixler, President). Send protests to: District Supervisor, Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 127150 (Sub-No. 2 TA), filed January 19, 1968. Applicant: GARLAND R. BOYD, doing business as BOYD TRUCKING CO., Post Office Box 901, Dalton, Ga. 30720. Applicant's representative: Monty Schumacher, Suite 310, 2045 Peachtree Road Northeast, Atlanta Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Rugs, carpets, carpeting, carpet remnants and materials, and textiles, products;* (1) from Dalton, Ga., to Atlanta, Ga., over U.S. Highway 41, serving all intermediate points between Dalton and Calhoun, Ga., including Dalton and Calhoun; and also with the right to use Interstate Highway 75 as an alternate route for operating convenience only; (2) from Dalton, Ga., to Chattanooga, Tenn., over U.S. Highway 41, serving all intermediate points; and also with the right to use Interstate Highway 75 as an alternate route for operating convenience only; (3) from Chatsworth, Ga., to Atlanta, Ga., over Georgia Highway 76 to Dalton, Ga., and thence from Dalton to Atlanta as set forth in (1) above, serving all intermediate points between Chatsworth and Dalton, including Chatsworth and Dalton; (4) from Chatsworth, Ga., to Chattanooga, Tenn., over Georgia Highway 76 to Dalton, Ga., thence from Dalton to Chattanooga as specified in (2) above, serving all intermediate points between Chatsworth and Dalton, including Chatsworth and Dalton.

(5) (a) From Hedges, Ga. (located approximately three-quarters of a mile west of the junction of Georgia Highways 341 and 143 on Georgia Highway 143), to Atlanta, Ga., over Georgia Highway 143 to junction U.S. Highway 41 at Calhoun, Ga., and thence to Atlanta as specified in (1) above, serving all intermediate points between Hedges and Calhoun, including Hedges and Calhoun; and (b) also from Hedges to Dalton over Georgia Highway 143 to junction Georgia Highway 201, thence over Georgia Highway 201 to U.S. Highway 41, thence over U.S. Highway 41 to Dalton, and thence from Dalton to Atlanta as specified in (1) above, serving all intermediate points between Hedges and Dalton, including Hedges and Dalton; (6) (a) from Hedges, Ga., to Chattanooga, Tenn., over Georgia Highway 143 to junction Georgia Highway 341, thence over Georgia 341 to junction U.S. Highway 27, thence over U.S. Highway 27 to Chattanooga, serving all intermediate points; (b) also from Hedges, Ga., to Dalton Ga., over Georgia Highway 143 to junction Georgia Highway 201 to Dalton, and thence from Dalton to Chattanooga as specified in (2) above, serving all intermediate points between Hedges and Dalton, including Hedges and Dalton. NOTE: Applicant intends to interline with carriers at Atlanta, Ga., and Chattanooga, Tenn., for 180 days. Supporting shippers: Chatsworth Carpet & Rug Co., Post Office Box 638, Chatsworth, Ga. 30705; West Point Pepperell, Post Office Box 1208, Dalton, Ga. 30720; Janyjo, Inc., Dalton, Ga. 30720; Georgia Textile Corp., Calhoun, Ga. 30701; Aladdin Mills, Inc., 430 South Green Street, Dalton, Ga.; Dalton Carpet Industries, Inc., 1304 May Street, Dalton, Georgia. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 129064 (Sub-No. 1 TA), filed January 22, 1968. Applicant: JACK L. HODGES, R.F.D. No. 1, Oran, Mo. 63771. Applicant's representative: Charles E. Matthews, Post Office Box 459, Sikeston, Mo. 63801. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Used farm equipment*, (1) from Sikeston, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Mississippi, and Wisconsin, and *on return* and (2) from points in Arkansas, Illinois, Indiana, Iowa, Mississippi, and Wisconsin to Sikeston, Mo., for 180 days. Supporting shipper: Hale's Tractor and Implement Co. (attention Bob Hale). Sikeston, Mo. Send protests to: J. P. Werthmann, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 324-B, 1520 Market Street, St. Louis, Mo. 63103.

No. MC 129656 (Sub-No. 1 TA), filed January 22, 1968. Applicant: TRI DELTA BUILDING MATERIALS CO., INC., 2245 East Jackson Street, Phoenix, Ariz. 85034. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum plaster, gypsum lath*, and *gypsum wallboard*, from Blue Diamond, Nev., to Phoenix, Kingman, Flagstaff, Winslow, Holbrook, Show Low, Springerville, Siligman, Williams, Prescott, Wickenburg, Glendale, Tempe, Scottsdale, Mesa, and Chandler, Ariz., for 180 days. Supporting shipper: The Flintkote Co., Blue Diamond Gypsum Division, 1650 South Alameda Street, Los Angeles, Calif. 90054. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 3427 Federal Building, Phoenix, Ariz. 85025.

No. MC 129665 TA, filed January 22, 1968. Applicant: CITY BEVERAGES, INC., 725 West Saar Street, Kent, Wash. 98031. Applicant's representative: George R. LaBissoniere, 920 Logan Building, Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* as described in parts A and C of appendix I to the *Report and Description in Motor Carrier Certificates*, 61 M.C.C. 209 at 766, from Seattle, Tacoma, Ellensburg, Yakima, Toppenish, and Sunnyside, Wash., to points in Oregon and California, for 180 days. Supporting shipper: Western Packing Co., Inc., 620 South Andover Street, Seattle, Wash. 98124. Send protests to: E. J. Casey, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash. 98101.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 68-1108; Filed, Jan. 29, 1968; 8:47 a.m.]

CUMULATIVE LIST OF PARTS AFFECTED—JANUARY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during January.

3 CFR

	Page
PROCLAMATIONS:	
3279 (modified by Proc. 3823	1171
3290 (see Proc. 3823)	1171
3328 (see Proc. 3823)	1171
3386 (see Proc. 3823)	1171
3389 (see Proc. 3823)	1171
3509 (see Proc. 3823)	1171
3531 (se Proc. 3823)	1171
3541 (see Proc. 3823)	1171
3693 (see Proc. 3823)	1171
3779 (see Proc. 3823)	1171
3794 (see Proc. 3823)	1171
3820 (see Proc. 3823)	1171
3823	1171
EXECUTIVE ORDERS:	
10148 (superseded by EO 11388)	563
10344 (see EO 11391)	949
10594 (see EO 11391)	949
10837 (see EO 11391)	949
11182 (amended by EO 11386)	5
11209 (revoked by EO 11386)	5
11248:	
Amended by EO 11389	839
Amended by EO 11393	1065
11268 (see EO 11393)	1065
11386	5
11387	47
11388	563
11389	839
11390	841
11391	949
11392	951
11393	1065

4 CFR

33	685
34	685
36	685
81	357
82	358

5 CFR

213	9, 135, 219, 359
315	401
338	135
353	529, 791
511	895
532	685
534	895
550	219
610	219
752	401
754	401, 843
771	401, 843
2100	485

7 CFR

0	953
53	623
81	9, 135
208	623
210	219
215	220
220	220
250	402
319	136
401	221, 1175, 1176
717	1067

7 CFR—Continued

	Page
722	59, 895
723	843
724	1177
729	1178
730	729
775	1180
792	686
811	529
814	59
822	62
827	402
841	1067
891	62, 402
892	62
905	221, 847, 909
906	848
907	64, 222, 402, 485, 625, 730, 909, 1068.
910	64, 222, 359, 486, 730, 1068
913	1068
944	848
946	626, 687
947	791
948	687
950	359
959	64
971	359, 565, 731
987	486
1001	65
1421	222
1422	223
1464	136, 910
1483	9
PROPOSED RULES:	
27	283
68	766, 1209
319	77, 1075
729	77
730	378
907	283
917	497
929	283
952	917
989	78
991	149, 1017
993	576
1002	188, 856
1005	285
1013	78
1016	378
1030	768
1031	768
1038	768
1039	768
1041	856
1045	768
1051	768
1063	768
1069	417
1121	497
1126	497
1133	289

8 CFR

212	255
214	255
238	255
316a	255
319	255
332a	255

9 CFR

	Page
73	223, 1069, 1175
76	223
307	9
340	9
355	10
PROPOSED RULES:	
78	633

10 CFR

70	137
PROPOSED RULES:	
2	638

12 CFR

204	65
217	910
329	955
330	530
510	137
545	360
564	403
PROPOSED RULES:	
563	580

13 CFR

107	326
121	530
PROPOSED RULES:	
121	1021

14 CFR

1	956
11	971
27	956
29	956
39	10, 255–257, 403, 565, 626, 1069
45	449
47	11, 257
71	11, 12, 66, 67, 138, 139, 450–452, 530–532, 688, 849, 1070, 1071, 2002.
73	487, 627, 2002
75	2002
91	452
95	972
97	453, 689, 792, 974
127	911
133	911
151	257
183	1071
216	692
241	224, 849
302	695
375	697
385	68, 698, 1205
389	68, 360
425	458
PROPOSED RULES:	
21	469
27	469
29	469
39	292, 576
43	469
45	469

14 CFR—Continued

	Page
PROPOSED RULES—Continued	
71	22–25, 149–151, 469–471, 539, 576, 577, 635–638, 700, 750, 856–858, 1075, 1076, 1209.
73	1076
75	25, 638, 858, 859
91	151, 469
93	700
103	750
127	469
241	1077
298	701

15 CFR

50	1072
370	687
373	687, 911
382	801
399	802
1000	49, 360, 806, 913

16 CFR

13	258, 487, 488, 532, 566, 850, 1205
15	72, 459, 627, 1073
228	982
PROPOSED RULES:	
416	918

17 CFR

230	566
240	1073
287	259
PROPOSED RULES:	
231	507
240	152, 513

18 CFR

2	139
41	139
141	139
158	139
260	139
300	224
601	850
PROPOSED RULES:	
260	417

19 CFR

10	567
12	360
PROPOSED RULES:	
1	149

20 CFR

404	12, 15
405	404, 488, 567
PROPOSED RULES:	
602	700

21 CFR

1	404
8	982
51	72
120	260, 261, 410, 492, 1175
121	73, 261, 262, 567, 569, 627, 731
146a	74
148i	411
148m	262
PROPOSED RULES:	
1	1020
46	634
130	1020

22 CFR

	Page
41	459

23 CFR

255	18
PROPOSED RULES:	
255	540

24 CFR

0	144

25 CFR

221	569, 732, 791

26 CFR

1	533
400	732, 916

27 CFR

5	983
PROPOSED RULES:	
5	1017

29 CFR

778	986
1602	282
PROPOSED RULES:	
689	1019

31 CFR

500	687

32 CFR

1	264
3	268
4	272
5	272
7	273
8	273
11	274
13	274
14	276
15	276
16	281
30	281
51	492
54	493
59	1206
136	1207
536	282
564	533
808	535
809	738
815	881
882	800
1003	1014
1005	144
1006	1014
1007	144, 1014
1016	144, 1014
1018	1014
1030	1014
1053	1014
1054	144
1655	1073
1711	229

33 CFR

117	629
205	494
207	494
208	263

36 CFR

7	145, 853
212	145

38 CFR

1	362
2	362
6	362
8	362
12	1073
21	536

39 CFR

Ch. I	807
127	231
158	231, 627
742	570, 1014

41 CFR

5A–2	366, 630
5A–3	366
5A–8	20
5A–73	366
5A–76	631
5B–7	631
6–1	570
6–3	570
8–2	74
8–7	74
9–7	744
14–1	853
101–6	146
101–11	894
101–32	146
101–47	571

42 CFR

73	367, 370, 536, 744, 855
PROPOSED RULES:	
73	292

43 CFR

20	1046
1720	460

45 CFR

177	371
178	374
500	232
531	232
600	746
1105	494
PROPOSED RULES:	
85	110

46 CFR

2	1102
24	1104
30	1106
32	1014
34	1015
70	1107
90	1015, 1109
92	1015
95	1016
97	1016
110	1110
175	1112
188	1113
189	1118
190	1125
191	1130
192	1135
193	1145
194	1151

46 CFR—Continued

	Page
195	1156
196	1158
310	747
380	810
PROPOSED RULES:	
Ch. IV	378
504	638
524	701

47 CFR

0	460
1	460, 913
2	411
13	698, 913
73	20, 414, 573, 914
74	414, 574
95	377
PROPOSED RULES:	
21	293
73	293, 578, 917
87	1020

49 CFR

95	466
1048	698
1207	537
1240	537
1249	538, 748
PROPOSED RULES:	
131	578
170-190	750
239	765

50 CFR

12	749
28	631
33	148, 415, 416, 538, 575, 631, 632, 749, 916
PROPOSED RULES:	
28	22
253	495

FEDERAL REGISTER

VOLUME 33 • NUMBER 20

Tuesday, January 30, 1968 • Washington, D.C.

PART II

Section 1

(Section 2 begins on page 2193)

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

•

14 CFR Parts 71, 73, 75

Compilation of Regulations

THE NATIONAL ARCHIVES OF THE UNITED STATES
1934

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airspace Docket No. 68-WA-1]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

PART 73—SPECIAL USE AIRSPACE

PART 75—ESTABLISHMENT OF JET ROUTES

Compilation of Regulations

The following compilations of Parts 71, 73, and 75 of the Federal Aviation Regulations are adopted for the purpose of combining all amendments and pending amendments to these parts which have been published by the Administrator of the Federal Aviation Administration in the FEDERAL REGISTER prior to January 5, 1968. Pending amendments are listed below the appropriate section and include the effective date and the FEDERAL REGISTER citation.

This docket contains no substantive change in, or redesignation of airspace. Therefore, notice and public procedure thereon are unnecessary, and for that reason it is made effective immediately.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 11, 1968.

H. B. HELSTROM,
Chief, Airspace and Air
Traffic Rules Division.

[F.R. Doc. 68-856; Filed, Jan. 29, 1968; 8:45 a.m.]

TITLE 14 - AERONAUTICS AND SPACE

CHAPTER I - FEDERAL AVIATION ADMINISTRATION

SUBCHAPTER E - AIRSPACE

PART 71

DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

TABLE OF CONTENTS

SUBPART A - GENERAL

Sec.
71.1 Applicability.
71.3 Classification of Federal Airways.
71.5 Extent of Federal Airways
71.7 Control areas.
71.9 Continental Control Area.
71.11 Control Zones.
71.13 Transition Areas.
71.15 Positive Control Areas.
71.17 Reporting Points.
71.19 Bearings; radials; miles.

SUBPART B - COLORED FEDERAL AIRWAYS

71.101 Designation.
71.103 Green Federal Airways
71.105 Amber Federal Airways.
71.107 Red Federal Airways.
71.109 Blue Federal Airways.

SUBPART C - VOR FEDERAL AIRWAYS.

71.121 Designation.
71.123 Domestic VOR Federal Airways.
71.125 Alaskan VOR Federal Airways.
71.127 Hawaiian VOR Federal Airways.

SUBPART D - CONTINENTAL CONTROL AREA

71.151 Restricted areas included.

SUBPART E - CONTROL AREAS AND CONTROL AREA EXTENSIONS.

71.161 Designation of Control Areas Associated with Jet Routes Outside the Continental Control Area.
71.163 Designation of Additional Control Areas.
71.165 Designation of Control Area Extensions.

SUBPART F - CONTROL ZONES

71.171 Designation.

SUBPART G - TRANSITION AREAS.

71.181 Designation.

SUBPART H - POSITIVE CONTROL AREAS.

71.193 Designation of Positive Control Areas.

SUBPART I - REPORTING POINTS.

71.201 Designation.
71.203 Domestic Low Altitude Reporting Points.
71.207 Domestic High Altitude Reporting Points.
71.209 Other Domestic Reporting Points.
71.211 Alaskan Low Altitude Reporting Points.
71.213 Alaskan High Altitude Reporting Points.
71.215 Hawaiian Reporting Points.

SUBPART A - GENERAL

§ 71.1 Applicability.

(a) The airspace assignments described in Subparts B and C are designated as Federal airways.

(b) The airspace assignments described in Subparts B through I are designated as control areas, the continental control area, control zones, transition areas, positive control areas, and reporting points, as described in the appropriate subpart.

§ 71.3 Classification of Federal Airways.

Federal airways are classified as follows:

(a) Colored Federal airways:
    (1) Green Federal airways.
    (2) Amber Federal airways.
    (3) Red Federal airways.
    (4) Blue Federal airways.
(b) VOR Federal airways.

§ 71.5 Extent of Federal airways.

(a) Each Federal airway is based on a centerline that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.

(b) Unless otherwise specified in Subpart B or C -

(1) Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the centerline. Where an airway changes direction, it includes that airspace enclosed by extending the boundary lines of the airway segments until they meet.

(2) Where the changeover point for an airway segment is more than 51 miles from either of the navigational aids defining that segment, and -

(i) The changeover point is midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at each navigational aid and extending until they intersect opposite the changeover point; or

(ii) The changeover point is not midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at the navigational aid more distant from the changeover point, and extending until they intersect with the bisector of the angle of the centerlines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid it includes the additional airspace within lines diverging at angles of 4.5° from the centerline extending from the associated navigational aid to a line perpendicular to the centerline at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend beyond the domestic/oceanic control area boundary.

(c) Unless otherwise specified in Subpart B or C -

(1) Each Federal airway includes that airspace extending upward from 700 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the segment of an airway between adjoining navigational aids or intersections; and

(2) The airspace of a Federal airway within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

(d) One or more alternate airways may be designated between specified navigational aids or intersections along each VOR Federal airway described in Subpart C. Unless otherwise specified, the centerline of an alternate VOR Federal airway and the centerline of the corresponding segment of the main VOR Federal airway are separated by 15°.

(e) A Federal airway does not include the airspace of a prohibited area.

§ 71.7 Control areas.

Control areas consist of the airspace designated in Subparts B, C, and E, but do not include the continental control area. Unless otherwise designated, control areas include the airspace between a segment of a main VOR Federal Airway and its associated alternate segments with the vertical extent of the area corresponding to the vertical extent of the related segment of the main airway.

§ 71.9 Continental Control Area.

The continental control area consists of the airspace of the 48 contiguous states, the District of Columbia, and Alaska south of latitude 68°00'00" N., excluding the Alaska peninsula west of longitude 160°00'00" W., at and above 14,500 feet MSL, but does not include --

(a) The airspace less than 1,500 feet above the surface of the earth; or

(b) Prohibited and restricted areas, other than restricted area military climb corridors and the restricted areas listed in Subpart D of this part.

§ 71.11 Control Zones.

The control zones listed in Subpart F consist of controlled airspace extending upward from the surface of the earth. A control zone may include one or more airports and is normally a circular area with a radius of five miles and any extensions necessary to include instrument approach and departure paths.

§ 71.13 Transition Areas.

The transition areas listed in Subpart G consist of controlled airspace extending upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed; or from 1,200 feet or more above the surface of the earth when designated in conjunction with airway route structures or segments. Unless otherwise specified, transition areas terminate at the base of the overlying controlled airspace.

§ 71.15 Positive Control Areas.

The positive control areas listed in Subpart H consist of controlled airspace within which there is positive control of aircraft.

§ 71.17 Reporting Points.

(a) The reporting points listed in Subpart I consist of geographic locations, in relation to which the position of an aircraft must be reported in accordance with §91.125.

(b) Unless otherwise designated, each reporting point applies to all directions of flight. In any case where a geographic location is designated as a reporting point for less than all airways passing through that point, or for a particular direction of flight along an airway only, it is so indicated by including the airways or direction of flight in the designation of geographical location.

(c) Unless otherwise specified, place names appearing in the reporting point descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.19 Bearings; Radials; Miles.

(a) All bearings and radials in this Part are true, and are applied from point of origin.

(b) Except as otherwise specified and except that mileages for Federal airways are stated as nautical miles, all mileages in this Part are stated as statute miles.

SUBPART B - COLORED FEDERAL AIRWAYS

§ 71.101 Designation.

The airspace assignments described in this subpart are designated as Colored Federal Airways.

§71.103 Green Federal Airways.

G-1 From the Sherbrooke, Quebec, Canada, RBN, 82 miles 52 MSL, 12 AGL Millinocket, Maine, RBN; 12 AGL Forest City, New Brunswick, Canada, RBN; to the Fredericton, New Brunswick, Canada, RR, excluding the portions within Canada.

G-7 From the Nome, Alaska, RR via the Moses Point, Alaska, RR; INT of the E course of the Moses Point RR and the N course of the Unalakleet, Alaska, RR; Galena, Alaska, RR; INT of the E course of the Galena RR and the W course of the Fairbanks, Alaska, RR; to the Fairbanks RR.

G-8 From King Salmon, Alaska, RR via Big Mountain, Alaska, RBN; Homer, Alaska, RR; Kenai, Alaska RR; INT of the NE course of the Kenai RR and a line bearing 266° from the Anchorage, Alaska, RR; Anchorage RR; INT of the NE course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Gulkana, Alaska, RR; INT of the NE course of the Gulkana RR and the SW course of the Northway, Alaska, RR; to the Northway RR.

AMENDMENTS 12/7/67 32 F. R. 14590 (Changed)

G-9 From Bethel, Alaska, RBN (Ident BET) via Sparrevohn, Alaska, RBN; INT Sparrevohn RBN 093° and Anchorage, Alaska, RR 266° bearings; to Anchorage RR.

AMBER FEDERAL AIRWAYS

§71.105 Amber Federal Airways.

A-1 From the Sandspit, B. C., Canada, RR via the INT of the NW course of the Sandspit RR and SW course of the Annette Island, Alaska, RR; Sitka, Alaska, RR; Yakutat, Alaska, RR; INT of the NW course of the Yakutat RR and the SE course of the Hinchinbrook, Alaska, RR; Hinchinbrook RR; Whittier, Alaska, RBN; Anchorage, Alaska, R.R.; INT of the NW course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Skwentna RR; Puntilla Lake, Alaska, RBN; Farewell, Alaska, RR; McGrath, Alaska, RR; Unalakleet, Alaska, RR; to the Nome, Alaska. RR. but excluding the portion under the jurisdiction of Canada.

AMENDMENTS 11/9/67 32 F. R. 13272 (Changed)

A-2 From the Burwash Landing, Yukon Territory, Canada, RR via the Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Bettles, Alaska, RBN, excluding the portion within Canada.

AMENDMENTS 6/22/67 32 F. R. 7948 (Changed)

A-10 From the Pennfield Ridge, New Brunswick, Canada, RBN to the Forest City, New Brunswick, Canada, RBN, excluding the portion within Canada.

A-15 From the Ethelda Bay, British Columbia, Canada, RBN via the Annette Island, Alaska, RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash Landing, Yukon Territory, Canada, RR; Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; to the Fairbanks RR., excluding the portion within Canada (joins Canadian high level airway No. 502).

RED FEDERAL AIRWAYS

§71.107 Red Federal Airways.

R-1 From the Sitka, Alaska, RR via the INT of the SE course of the Sitka RR and the SW course of the Petersburg, Alaska, RR; Cape Decision, Alaska, RBN; Guard Islands, Alaska, RBN; to the Annette Island, Alaska, RR.

R-27 From the INT of the NW course of the Nenana, Alaska, RR and the W course of the Fairbanks, Alaska, RR via the Nenana RR; to the INT of the SE course of the Nenana RR and the SW course of the Fairbanks RR.

R-39 From the Bethel, Alaska, RBN via the Aniak, Alaska, RBN; McGrath, Alaska, RR; Minchumina, Alaska, RR; Nenana, Alaska, RR; to the Fairbanks, Alaska, RR.

R-40 From the Kodiak, Alaska, RR Via Homer, Alaska, RR; to the Anchorage, Alaska, RR.

AMENDMENTS 12/7/67 32 F. R. 14590 (Changed)

R-41 From the INT of the NW course of the Sitka (Biorka Island), Alaska, RR and the SW course of the Gustavus, Alaska, RR via the Gustavus RR; to the Sisters Island, Alaska, RBN.

R-50 From the INT of the E course of the Galena, Alaska, RR and the SW course of the Tanana, Alaska, RR via the Tanana RR; to the INT of the SE course of the Tanana RR and the W course of the Fairbanks, Alaska, RR.

R-64 From the INT of the SW course of the Annette Island, Alaska, RR and the United States-Canadian Border, to the Annette Island RR.

R-75 From Vancouver, British Columbia, Canada, RR via White Rock, British Columbia, Canada, RBN; Abbotsford, British Columbia, Canada, RR; Cultus Lake, British Columbia, Canada, RBN; to Princeton, British Columbia, Canada, RR, excluding the portion within Canada.

R-82 From the Skwentna, Alaska, RR to the INT of the SE course of the Skwentna RR and the NE course of the Anchorage, Alaska, RR.

R-99 From Big Mountain, Alaska, RBN via Iliamna, Alaska, RBN; to the INT of Iliamna RBN 145° and Big Mountain RBN 080° bearings.

AMENDMENTS 12/7/67 32 F. R. 14590 (Rewritten)

R-103 From the Anchorage, Alaska, RR via the INT of a line bearing 266° from the Anchorage RR and the NE course of the Kenai, Alaska, RR; Kenai RR; INT of the SE course of the Kenai RR and the SW course of the Anchorage RR; to the Middleton Island, Alaska, RBN.

BLUE FEDERAL AIRWAYS

§71.109 Blue Federal Airways.

B-2 From the Sitka, Alaska, RR to the Sisters Island, Alaska, RBN.

B-12 From the McGrath, Alaska RR via Galena, Alaska, RR; to the Kotzebue, Alaska, RBN.

AMENDMENTS 11/9/67 32 F. R. 12997 (Changed)

B-19 From Key West, Fla. RBN 12 AGL INT Key West RBN 037° and Perrine, Fla., RBN 232° bearings; 12 AGL Perrine RBN.

B-25 From the INT of the SW course of Hinchinbrook, Alaska, R. R. and the 296° bearing from the Middleton Island, Alaska, RBN via the Hinchinbrook RR; INT of the NE course of the Hinchinbrook RR and the S course of the Gulkana, Alaska, RR; Gulkana RR; to the Big Delta, Alaska, RR.

B-26 From the Anchorage, Alaska, RR via the Talkeetna, Alaska, RBN; Summit, Alaska, RR; INT of the N course of the Summit RR and the SW course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Fort Yukon, Alaska, RBN.

B-27 From Kodiak, Alaska, RR via the INT of Kodiak RR 270° bearing and the southeast course of the King Salmon, Alaska, RR; King Salmon RR; Bethel, Alaska, RBN; Nome, Alaska, RR; to the Kotzebue, Alaska, airport.

AMENDMENTS 12/7/67 32 F. R. 14590 (Changed)

B-38 From the Five Finger, Alaska, USCG RBN via the Gustavus, Alaska, RR; Haines, Alaska, RBN; to the Whitehorse, Yukon Territory, Canada, RR, excluding the portion within Canada.

B-43 From the INT of the N course of the Summit, Alaska, RR and the SW course of the Fairbanks, Alaska, RR via the INT of the N course of the Summit RR and the SE course of the Nenana, Alaska, RR; Nenana RR; to the Fairbanks RR.

B-48 From INT Bimini, Bahamas, RBN 216° and Miami, Fla. RBN 145° bearings; 12 AGL Miami RBN.

B-63 From the Laconia, N. H., RBN, 12 AGL North Conway, N. H., RBN; 12 AGL Berlin, N. H., RBN.

B-79 From the United States-Canadian border to the Annette Island, Alaska, RR via a direct bearing from the Sandspit, British Columbia, Canada, RR to the Annette Island RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash Landing, Yukon Territory, RR; to Northway, Alaska, RR, excluding the portion within Canada.

B-80 From the INT of the NW course of the Unalakleet, Alaska, RR and the S course of the Moses Point, Alaska, RR to the Moses Point RR.

SUBPART C - VOR FEDERAL AIRWAYS

§ 71.121 Designation

The airspace assignments described in this subpart are designated as VOR Federal airways. Unless otherwise specified, place names appearing in the descriptions indicate VOR or VORTAC navigational facilities identified by those names.

§71.123 Domestic VOR Federal Airways.

V-1 From Jacksonville, Fla., 12 AGL Charleston, S. C.; 12 AGL Myrtle Beach, S. C.; 12 AGL Wilmington, N.C.; 12 AGL Kinston, N. C., including a 12 AGL W alternate via INT Wilmington 352° and Kinston 214° radials; 12 AGL Cofield, N. C.; 12 AGL Norfolk, Va.; 12 AGL Cape Charles, Va.; 12 AGL INT Cape Charles 015° and Salisbury, Md., 206° radials; 12 AGL Salisbury; 12 AGL Waterloo, Del.; 12 AGL INT Waterloo 023° and Atlantic City, N. J., 238° radials; 12 AGL Atlantic City; 12 AGL INT Atlantic City 048° and Riverhead, N. Y., 215° radials. The airspace below 2,000 feet MSL outside the United States between Starfish INT and Charleston and north of Atlantic City are excluded. The airspace within R-5002 more than 3 nautical miles west of the airway centerline above 9,000 feet MSL is excluded.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed); 5/29/67 32 F. R. 8079 (Changed)

PENDING AMENDMENT

In V-1 "12 AGL INT Cape Charles 015°" is deleted and "12 AGL INT Cape Charles 006°" is substituted therefor.

AMENDMENTS 2/1/68 32 F. R. 17574 (Changed)

V-2 From Seattle, Wash., 12 AGL Ellensburg, Wash., including a 12 AGL south alternate via INT Seattle 124° and Ellensburg 274° radials; 12 AGL Ephrata, Wash., including a 12 AGL north alternate from Seattle to Ephrata via Wenatchee, Wash.; 12 AGL Spokane, Wash., including a south alternate 12 AGL via INT Ephrata 096° and Spokane 221° radials; 12 AGL Mullan Pass, Idano, including a north alternate 12 AGL via INT Spokane 070° and Mullan Pass 291° radials, and also a south atlernate, 12 AGL via INT Spokane 109° and Mullan Pass 260° radials; 5 miles, 12 AGL, 53 miles, 91 MSL, 12 AGL Missoula, Mont.; 6 miles, 12 AGL 84 MSL, Drummond, Mont.; 11 miles, 84 MSL, 12 AGL Helena, Mont.; 12 AGL INT Helena 119° and Bozeman, Mont., 338° radials; 12 AGL Bozeman; 12 AGL INT Bozeman 128° and Livingston, Mont., 261° radials; 12 AGL Livingston; 11 miles, 12 AGL, 25 miles, 85 MSL, 12 AGL Billings, Mont., including an N alternate from Helena, 21 miles 12 AGL, 10 miles 105 MSL, 115 MSL INT Helena 089° and Billings 301° radials, 35 miles 100 MSL, 12 AGL to Billings, excluding the airspace between the main and this N alternate; 19 miles, 12 AGL, 79 miles, 49 MSL, 12 AGL Miles City, Mont., including an N alternate from Billings, 19 miles, 12 AGL, 49 MSL INT Billings 057° and Miles City 269° radials, 42 miles, 49 MSL, 12 AGL to Miles City; 24 miles, 12 AGL, 90 miles, 55 MSL, 12 AGL Dickinson, N. Dak.; 10 miles, 12 AGL, 60 miles, 38 MSL, 12 AGL Bismarck, N. Dak., including an N alternate from Dickinson, 10 miles, 12 AGL, 38 MSL INT Dickinson 078° and Bismarck 290° radials, 28 miles, 38 MSL, 12 AGL to Bismarck; 14 miles, 12 AGL, 62 miles, 34 MSL, 12 AGL Jamestown, N. Dak., including an N alternate from Bismarck 14 miles, 12 AGL, 65 miles, 34 MSL, 12 AGL Jamestown; 7 miles, 12 AGL, 43 miles, 28 MSL, 12 AGL Fargo, N. Dak., including an N alternate from Jamestown 7 miles, 12 AGL, 46 miles, 28 MSL, 12 AGL Fargo; 25 miles, 12 AGL, 50 miles, 30 MSL, 12 AGL Alexandria, Minn., including an N alternate from Fargo, 25 miles, 12 AGL, 52 miles, 30 MSL, 12 AGL Alexandria; 5 miles, 12 AGL, 70 miles, 25 MSL, 12 AGL Minneapolis, Minn.; 12 AGL Nodine, Minn., including a 12 AGL N alternate; 12 AGL Lone Rock, Wis.; 12 AGL INT Lone Rock 104° and Milwaukee, Wis., 272° radiasl; 12 AGL Milwaukee; 12 AGL Muskegon, Mich., including a 12 AGL S alternate via INT Milwaukee 102° and Muskegon 252° radials; 12 AGL Lansing, Mich., including a 12 AGL S alternate from Muskegon to Lansing via INT Muskegon 154° and Grand Rapids, Mich., 284° radials and Grand Rapids; 12 AGL Salem, Mich., including a 12 AGL N alternate via INT Lansing 091° and Salem 308° radials; 12 AGL INT Salem 083° and Aylmer, Ont., Canada 260° radials; Aylmer; 12 AGL INT Aylmer 087° and Buffalo, N. Y., 259° radials; 12 AGL Buffalo; 12 AGL Rochester, N. Y.; 12 AGL Syracuse, N. Y., including a 12 AGL N alternate via INT Rochester 064° and Syracuse 283° radials; 12 AGL Utica, N. Y.; 12 AGL Albany, N. Y.; 12 AGL INT Albany 094° and Gardner, Mass., 284° radials; 12 AGL Gardner; 12 AGL Boston, Mass. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 3/2/67 31 F. R. 16200 (Changed); Corr: 32 F. R. 1086;
AMENDMENTS 7/20/67 32 F. R. 7588 (Changed)

V-3 From Key West, Fla., 12 AGL INT Key West 086° and Miami, Fla., 205° radials; 12 AGL INT Miami 205° and Biscayne Bay, Fla., 262° radials; 12 AGL Biscayne Bay; 12 AGL Palm Beach, Fla., including a 12 AGL E alternate via INT Biscayne Bay 021° and Palm Beach 166° radials; 12 AGL Vero Beach, Fla., including a 12 AGL E alternate via INT Palm Beach 358° and Vero Beach 143° radials; 12 AGL Daytona Beach, Fla.; 12 AGL INT Daytona Beach 334° and Jacksonville, Fla., 159° radials; 12 AGL Jacksonville, including a 12 AGL E alternate via INT Daytona Beach 360° and Jacksonville 144° radials; 12 AGL Brunswick, Ga.; 12 AGL Savannah, Ga., including a 12 AGL E alternate from Jacksonville to Savannah via INT Jacksonville 028° and Savannah 180° radials; 12 AGL Vance, S. C.; 12 AGL Florence, S. C.; 12 AGL Pinehurst, N. C.; 12 AGL Raleigh, N. C., including a 12 AGL E alternate from Florence to Raleigh via Fayetteville, N. C., excluding the airspace between the main and this alternate airway; 12 AGL INT Raleigh 016° and Flat Rock, Va., 214° radials; 12 AGL Flat Rock; 12 AGL Brooke, Va.; 6-mile wide, 12 AGL INT Brooke 014° and Westminster, Md., 195° radials; 6-mile wide, 12 AGL Westminster; 12 AGL INT Westminster 065° and West Chester, Pa., 250° radials; 12 AGL West Chester 12 AGL Solberg, N. J.; 12 AGL Carmel, N. Y.; 12 AGL Hartford, Conn.; 12 AGL INT Hartford 044° and Boston, Mass., 256° radials; 12 AGL Boston; 12 AGL Kennebunk, Maine; 12 AGL Augusta, Maine; 12 AGL Bangor, Maine; 12 AGL INT Bangor 039° and Houlton, Maine, 203° radials; 12 AGL Houlton; 12 AGL Presque Isle, Maine. The portion outside the United States has no upper limit except that the portion of the E alternate between Jacksonville and Savannah extends up to but does not include 18,000 feet MSL. The airspace within R-2902A and R-2902B is excluded.

AMENDMENTS 3/2/67 32 F. R. 655 (Changed)

V-4 From Neah Bay, Wash., RBN, 12 AGL Port Angeles, Wash.; 12 AGL INT Port Angeles 090° and Seattle, Wash., 329° radials; 12 AGL Seattle; 12 AGL Yakima, Wash., including a 12 AGL south alternate from Seattle to Yakima via INT Seattle 163° and Olympia, Wash., 084° radials and INT Olympia 084° and Yakima 305° radials, excluding the airspace between the main and this alternate airway; 12 AGL Pendleton, Oreg.; 12 AGL Baker, Oreg.; 12 AGL Boise, Idaho, including a 12 AGL south alternate; 12 AGL INT Boise 130° and Burley 290° radials; 5 mi. 12 AGL, 18 mi. 75 MSL, 12 AGL Burley, including an N alternate from Boise, 21 miles, 12 AGL, 28 miles, 90 MSL, 95 MSL INT Boise 104° and Burley 344° radials, 12 AGL Burley, excluding the airspace between the main and this alternate airway; 12 AGL Malad City, Idaho; 40 mi. 12 AGL, 33 mi. 135 MSL, 12 AGL Rock Springs, Wyo., including an S alternate from Malad City, 20 mi. 12 AGL, 68 mi. 115 MSL, 12 AGL, via Fort Bridger, Wyo., 12 AGL to Rock Springs, excluding the airspace between the main and this S alternate; 20 mi. 12 AGL, 39 mi. 95 MSL, 12 AGL Cherokee, Wyo.; 30 mi. 12 AGL, 40 mi. 123 MSL, 12 AGL Laramie, Wyo.; 12 AGL Denver, Colo., including a 12 AGL north alternate from Laramie to Denver via Gill, Colo.; 12 AGL INT Denver 103° and Thurman, Colo., 275° radials; 12 AGL Thurman, Colo.; 50 miles, 65 MSL, 12 AGL Goodland, Kans.; 12 AGL Hill City, Kans.; 12 AGL Russell, Kans.; 12 AGL Salina, Kans.; 12 AGL Topeka, Kans., including a 12 AGL S alternate via INT Salina 095° and Topeka 236° radials; 12 AGL Kansas City, Mo., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Topeka 099° and Kansas City 231° radials; 12 AGL Hallsville, Mo.; 12 AGL St. Louis, Mo., including a 12 AGL N alternate; 12 AGL Troy, Ill.; 12 AGL Centralia, Ill.; 12 AGL Evansville, Ind., including a 12 AGL S alternate; 12 AGL Louisville, Ky., including a 12 AGL N alternate via INT Evansville 068° and Louisville 280° radials; 12 AGL Lexington, Ky., including a 12 AGL N alternate via INT Louisville 081° and Lexington 303° radials and also a 12 AGL S alternate via INT Louisville 114° and Lexington 251° radials; 12 AGL Newcombe, Ky.; 12 AGL Charleston, W. Va.; 12 AGL Elkins, W. Va., including a 12 AGL S alternate via INT Charleston 083° and Elkins 228° radials; 12 AGL Kessel, W. Va.; 12 AGL Front Royal, Va.; 12 AGL Herndon, Va. The airspace within R-6705 is excluded.

AMENDMENTS 2/2/67 31 F.R. 15531 (Changed); Corr: 32 F.R. 50; 2/2/67 31 F.R. 15799 (Changed)
AMENDMENTS 4/27/67 32 F. R. 3219 (Changed); 7/20/67 32 F. R. 7251 (Changed)
AMENDMENTS 7/20/67 32 F. R. 7588 (Changed); 7/20/67 32 F. R. 7589 (Changed)
AMENDMENTS 12/7/67 32 F. R. 14590 (Changed)

PENDING AMENDMENT

In V-4 "40 miles, 12 AGL, 33 miles, 135 MSL, 12 AGL Rock Springs, Wyo.," is deleted and "35 miles, 12 AGL, 58 miles, 115 MSL, 12 AGL Rock Springs, Wyo.," is substituted therefor. 2/1/68 32 F. R. 17517 (Changed)

PENDING AMENDMENT

In V-4 "including an N alternate from Boise, 21 miles, 12 AGL, 28 miles, 90 MSL, 95 MSL INT Boise 104° and Burley 344° radials," is deleted and "including an north alternate from Boise, 25 miles, 12 AGL, 25 miles, 90 MSL, 95 MSL INT Boise 104° and Burley 344° radials," is substituted therefor.

AMENDMENTS 2/29/68 32 F. R. 20630 (Changed)

V-5 From Jacksonville, Fla.; 12 AGL INT Jacksonville 319° and Alma, Ga., 148° radials; 12 AGL Alma; 12 AGL Dublin, Ga., 12 AGL Rex, Ga., including a 12 AGL W alternate via Macon, Ga., and INT Macon 335° and Rex 140° radials; 12 AGL INT Rex 345° and Chattanooga, Tenn., 118° radials; 12 AGL Chattanooga, including a 12 AGL W alternate from Rex to Chattanooga via INT Rex 268° and Atlanta, Ga., 347° radials and INT Atlanta 347° and Chattanooga 152° radials; 12 AGL Nashville, Tenn., including a 12 AGL E alternate via INT Chattanooga 332° and Nashville 117° radials; 12 AGL Bowling Green, Ky.; 12 AGL New Hope, Ky., including a 12 AGL E alternate from Nashville to New Hope via INT Nashville 029° and New Hope 202° radials; 12 AGL Louisville, Ky.; 12 AGL Cincinnati, Ohio; 12 AGL Appleton, Ohio, including a 12 AGL E alternate; 12 AGL Mansfield, Ohio, 12 AGL Cleveland, Ohio; 12 AGL London, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 3/30/67 31 F. R. 16608 (Changed)

V-6 From INT Oakland, Calif., 221° and Point Reyes, Calif., 161° radials, 12 AGL Oakland; 12 AGL INT Oakland 039° and Sacramento, Calif., 212° radials; 12 AGL Sacramento, including a 12 AGL S alternate via INT Oakland 077° and Sacramento 192° radials; 12 AGL Lake Tahoe, Calif.; 12 AGL Reno, Nev., including a 12 AGL N alternate from Sacramento to Reno via INT Sacramento 038° and Reno 257° radials; 12 AGL Lovelock, Nev., including a south alternate 12 AGL from Reno to Lovelock via Hazen, Nev.; 12 AGL Battle Mountain, Nev., including a 12 AGL north alternate; 12 AGL INT Battle Mountain 062° and Wells, Nev., 256° radials; 12 AGL Wells; 5 miles, 12 AGL, 40 miles, 98 MSL, 85 MSL Lucin, Utah; 43 miles, 85 MSL, 12 AGL Ogden, Utah; 11 miles, 12 AGL, 50 miles, 105 MSL, 12 AGL Fort Bridger, Wyo.; 12 AGL Rock Springs, Wyo.; 20 mi. 12 AGL, 39 mi. 95 MSL, 12 AGL Cherokee, Wyo.; 39 mi. 12 AGL, 27 mi. 95 MSL, 12 AGL Medicine Bow, Wyo.; 12 AGL INT Medicine Bow 106° and Sidney, Nebr., 293° radials; 12 AGL Sidney; 13 miles, 12 AGL, 26 miles, 57 MSL, 12 AGL North Platte, Nebr.; 12 AGL Grand Island, Nebr.; 12 AGL Omaha, Nebr.; 12 AGL Des Moines, Iowa, including a 12 AGL S alternate; 12 AGL Iowa City, Iowa, including a 12 AGL S alternate via INT Des Moines 112° and Iowa City 252° radials; 12 AGL Cordova, Ill.; 12 AGL Naperville, Ill.; 12 AGL South Bend, Ind.; 12 AGL INT South Bend 092° and Waterville, Ohio, 288° radials; 12 AGL Waterville; 12 AGL Cleveland, Ohio; 12 AGL Youngstown, Ohio; 12 AGL Clarion, Pa., 12 AGL Philipsburg, Pa.; 12 AGL Selinsgrove, Pa.; 12 AGL INT Selinsgrove 087° and Allentown, Pa., 283° radials; 12 AGL Allentown; 12 AGL Solberg, N. J.; 12 AGL INT Solberg 094° and Kennedy, N. Y., 258° radials. The airspace within R-4803 and R-4813 is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7251 (Changed); 7/20/67 32 F. R. 7252 (Changed)

V-7 From Miani, Fla., 12 AGL Fort Myers, Fla.; 12 AGL Lakeland, Fla.; 12 AGL Cross City, Fla.; 12 AGL Greenville, Fla.; 12 AGL Dothan, Ala., including a 12 AGL W alternate from Cross City to Dothan via INT Cross City 287° and Marianna, Fla., 141° radials and Marianna; 12 AGL INT Dothan 333° and Montgomery, Ala., 129° radials; 12 AGL Montgomery; 12 AGL INT Montgomery 308° and Birmingham, Ala., 180° radials; 7 miles wide (4 miles on E, 3 miles on W and within 4.5° of the centerline) 12 AGL Birmingham; 12 AGL Muscle Shoals, Ala., including a 12 AGL E alternate via INT of Birmingham 358° and Muscle Shoals 122° radials and also a 12 AGL W alternate via INT Birmingham 313° and Muscle Shoals 178° radials; 12 AGL Graham, Tenn.; 12 AGL Nashville, Tenn.; 12 AGL Central City, Ky.; 12 AGL Evansville, Ind.; 12 AGL Lewis, Ind.; 12 AGL Terre Haute, Ind., including a 12 AGL W alternate from Evansville to Terre Haute via INT Evansville 001° and Terre Haute 215° radials; 12 AGL Westpoint, Ind.; 12 AGL Lafayette, Ind.; 12 AGL Chicago Heights, Ill.; 12 AGL INT Chicago Heights 358° and Milwaukee, Wis., 137° radials; 12 AGL Milwaukee, including a 12 AGL E alternate via INT Chicago Heights 013° and Milwaukee 137° radials; 12 AGL Green Bay, Wis.; 12 AGL Menominee, Mich.; 12 AGL Escanaba, Mich. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENT 2/2/67 31 F.R. 15236 (Changed); 10/12/67 32 F. R. 12113 (Changed)

V-8 From INT Long Beach, Calif., 266° and Los Angeles, Calif., 236° radials; 12 AGL Long Beach; 12 AGL Ontario, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline) 12 AGL Hector, Calif.; 12 AGL Goffs, Calif.; 12 AGL INT Goffs 033° and Morman Mesa, Nev., 196° radials; 12 AGL Morman Mesa, including a 12 AGL N alternate from Long Beach to Morman Mesa via Pomona, Calif., Daggett, Calif., and Las Vegas, Nev.; 39 miles, 12 AGL, 16 miles, 105 MSL, 33 miles, 120 MSL, 12 AGL Bryce Canyon, Utah, including an N alternate from INT Morman Mesa 059° and Cedar City, Utah, 197° radials, 19 miles, 115 MSL, 12 AGL via Cedar City, 12 AGL INT Cedar City 004° and Bryce Canyon 292° radials, 12 AGL Bryce Canyon, excluding the airspace between the main and this N alternate; 12 AGL Hanksville, Utah, including a 12 AGL south alternate; 12 AGL Grand Junction, Colo., including a 12 AGL south alternate and also a 12 AGL north alternate from Bryce Canyon to Grand Junction via INT Bryce Canyon 048° and Grand Junction 259° radials; 33 miles, 12 AGL, 130 MSL Kremmling, Colo.; 9 miles, 130 MSL, 29 miles, 144 MSL, 11 miles, 127 MSL, 12 AGL Denver, Colo.; 12 AGL Akron, Colo.; including a 12 AGL south alternate via Denver 103° and Akron 242° radials; 12 AGL Hayes Center, Nebr., including a 12 AGL north alternate via INT Akron 063° and Hayes Center 276° radials and also a 12 AGL south alternate via INT Akron 094° and Hayes Center 246° radials; 12 AGL Grand Island, Nebr., including a 12 AGL N alternate via INT Hayes Center 059° and Grand Island 273° radials, and also a 12 AGL S alternate; 12 AGL Omaha, Nebr.; 12 AGL Des Moines, Iowa, including a 12 AGL S alternate; 12 AGL Iowa City, Iowa, including a 12 AGL S alternate via INT Des Moines 112° and Iowa City 252° radials; 12 AGL Cordova, Ill.; 12 AGL INT Cordova 088° and Joliet, Ill., 316° radials; 12 AGL Joliet; 12 AGL Chicago Heights, Ill.; 12 AGL Goshen, Ind.; 12 AGL Findlay, Ohio; 12 AGL Briggs, Ohio; 12 AGL INT Briggs 126° and Allegheny, Pa., 286° radials; 12 AGL Allegheny; 12 AGL Indian Head, Pa.; 12 AGL Martinsburg, W. Va.; 12 AGL INT Herndon, Va., 048° and Washington, D. C., 324° radials; 12 AGL Washington, including a 12 AGL N alternate from INT Martinsburg 297° and Grantsville, Md., 086° radials to INT Washington 324° and Herndon 048° radials via Hagerstown, Md. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7251 (Changed)
AMENDMENTS 12/7/67 32 F. R. 14590 (Changed)

V-9 From Grand Isle, La., 12 AGL via INT Grand Isle, 333° and New Orleans, La., 181° radials; 12 AGL New Orleans; 12 AGL McComb, Miss., including a 12 AGL E alternate from New Orleans to McComb via Picayune, Miss.; 12 AGL Jackson, Miss., including a 12 AGL E alternate and also a 12 AGL W alternate via INT McComb 348° and Jackson 199° radials; 12 AGL Greenwood, Miss., including a 12 AGL E alternate and also a 12 AGL W alternate; 12 AGL Memphis, Tenn., including a 12 AGL E alternate and also a 12 AGL W alternate; 12 AGL Malden, Mo., including a 12 AGL W alternate; 12 AGL Farmington, Mo.; 12 AGL St. Louis, Mo., including a 12 AGL W alternate; 12 AGL Capital, Ill., including a 12 AGL W alternate; 12 AGL Pontiac, Ill.; 12 AGL Joliet, Ill.; 12 AGL Naperville, Ill.; 12 AGL INT Naperville 317° and Milwaukee, Wis., 198° radials; 12 AGL Milwaukee; 12 AGL Oshkosh, Wis.; 12 AGL Green Bay, Wis.; 12 AGL Iron Mountain, Mich.; 12 AGL Houghton, Mich.; including a 12 AGL E alternate via Marquette, Mich.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-10 Prom Pueblo, Colo., 18 miles, 12 AGL, 48 miles, 60 MSL, 12 AGL Lamar, Colo.; 12 AGL Garden City, Kans.; 12 AGL Dodge City, Kans.; 12 AGL Hutchinson, Kans., including a 12 AGL N alternate via INT Dodge City 060° and Hutchinson 296° radials excluding the airspace between the main and alternate airway; 12 AGL Emporia, Kans,; 12 AGL Kansas City, Mo., including a 12 AGL N alternate Emporia to Kansas City via Topeka, Kans.; 12 AGL Kirksville, Mo.; 12 AGL Burlington, Iowa; 12 AGL Bradford, Ill.; 12 AGL INT Bradford 050° and Naperville, Ill., 254° radials; 12 AGL Naperville; 12 AGL South Bend, Ind., including a 12 AGL N alternate via INT Naperville 075° and South Bend 290° radials; 12 AGL Litchfield, Mich.; 12 AGL Carleton, Mich.; 12 AGL INT Jefferson, Ohio, 279° and Youngstown, Ohio, 320° radials; 12 AGL Youngstown. The airspace within Canada is excluded.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-11 From Mobile, Ala., 12 AGL Green County, Miss.; 12 AGL Laurel, Miss.; 12 AGL Jackson, Miss. From Memphis, Tenn., 12 AGL Dyersburg, Tenn., including a 12 AGL W alternate via INT Memphis 001° and Dyersburg 235° radials, and a 12 AGL E alternate via the INT Memphis 045° and Dyersburg 182° radials; 12 AGL Paducah, Ky., including a 12 AGL E alternate; 12 AGL Evansville, Ind.; 12 AGL Scotland, Ind., including an E alternate 12 AGL via INT Evansville 049° and Scotland 188° radials; 12 AGL Indianapolis, Ind., including an E alternate 12 AGL via INT Scotland 047° and Indianapolis 185° radials, and also a W alternate 12 AGL via INT Scotland 010° and Indianapolis 230° radials; 12 AGL Fort Wayne, Ind., including 12 AGL E alternate via INT Indianapolis 060° and Shelbyville, Ind., 006° radials, and INT Shelbyville 006° and Fort Wayne 218° radials; 12 AGL Salem, Mich.; 6-miles wide 12 AGL to INT Salem 052° and Windsor, Ont., Canada 335° radials.

AMENDMENTS 5/25/67 32 F. R. 3438 (Changed)

V-12 From Santa Barbara, Calif., 12 AGL INT Santa Barbara 091° and Fillmore, Calif., 310° radials; 12 AGL Fillmore; 12 AGL Palmdale, Calif.; 38 miles, 6 miles wide, 12 AGL Hector, Calif.; 12 miles, 12 AGL, 38 miles, 85 MSL, 14 miles, 75 MSL, 12 AGL Needles, Calif.; 45 miles, 12 AGL, 34 miles, 95 MSL, 12 AGL Prescott, Ariz.; 12 AGL Winslow, Ariz.; 30 mi. 12 AGL, 85 MSL Zuni, N. Mex.; 12 AGL Grants, N. Mex., including a 12 AGL S alternate via INT Zuni 108° and Grants 252° radials; 12 AGL Albuquerque, N. Mex.; 12 AGL Otto, N. Mex.; 12 AGL Anton Chico, N. Mex., including a 12 AGL S alternate from Albuquerque to Anton Chico via INT Albuquerque 103° and Anton Chico 249° radials; 12 AGL Tucumcari, N. Mex.; 12 AGL Amarillo, Tex., including a 12 AGL N alternate and also a 12 AGL S alternate; 12 AGL Gage, Okla., including a 12 AGL N alternate from Amarillo to Gage via Borger, Tex., and INT Borger 061° and Gage 249° radials; 12 AGL Anthony, Kans.; 12 AGL Wichita, Kans., including a 12 AGL N alternate from Gage to Wichita via INT Gage 043° and Wichita 250° radials and also a 12 AGL S alternate via Anthony 060° and Wichita 190° radials; 12 AGL Emporia, Kans., including a 12 AGL N alternate via INT Wichita 037° and Emporia 259° radials; 12 AGL INT Emporia 050° and Topeka, Kans., 099° radials; 12 AGL INT Topeka 099° and Blue Springs, Mo., 268° radials; 12 AGL Blue Springs; 12 AGL Columbia, Mo.; 12 AGL Maryland Heights, Mo., including a 12 AGL S alternate from INT Macon, Mo., 202° and Columbia 273° radials to INT Hallsville, Mo., 134° and Columbia 102° radials via Jefferson City, Mo.; 12 AGL Troy, Ill.; 12 AGL Bible Grove, Ill.; 12 AGL Lewis, Ind.; 12 AGL Shelbyville, Ind.; 12 AGL Richmond, Ind.; 12 AGL Dayton, Ohio; 12 AGL Appleton, Ohio, including a 12 AGL N alternate from Dayton to Appleton via INT Dayton 068° and Rosewood, Ohio, 083° radials; 12 AGL Newcomerstown, Ohio; 12 AGL Wheeling, W. Va.; 12 AGL Allegheny, Pa.; 12 AGL Johnstown, Pa.; 12 AGL Harrisburg, Pa., including a 12 AGL S alternate from Johnstown to Harrisburg via St. Thomas, Pa.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7589 (Changed)
AMENDMENTS 12/7/67 32 F. R. 14099 (Changed)

V-13 From Houston, Tex., 12 AGL Lufkin, Tex., including a 12 AGL E alternate via Daisetta, Tex., and also a 12 AGL W alternate via INT Houston 354° and Lufkin 218° radials; 12 AGL Shreveport, La., including a 12 AGL E alternate; 12 AGL Texarkana, Ark., including a 12 AGL W alternate via INT Shreveport 275° and Texarkana 184° radials; 12 AGL Page, Okla.; 12 AGL Fort Smith, A,k.; 12 AGL Fayetteville, Ark., including a 12 AGL W alternate from Page to Fayetteville via INT Page 006° and Fayetteville 205° radials; 12 AGL Neosho, Mo.; 12 AGL Butler, Mo.; 12 AGL Kansas City, Mo., including a 12 AGL E alternate via INT Butler 013° and Kansas City 157° radials; 12 AGL Lamoni, Iowa; 12 AGL Des Moines, Iowa, including a 12 AGL W alternate; 12 AGL Mason City, Iowa, including a 12 AGL E alternate and also a 12 AGL W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; 12 AGL Farmington, Minn.; 12 AGL Grantsburg, Wis., including a 12 AGL W alternate from Mason City to Grantsburg via INT Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and W alternate; 12 AGL Duluth, Minn., including a 12 AGL E alternate; 36 miles, 12 AGL, 35 MSL Lakehead, Ontario, Canada. The airspace outside the United States is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); Corr: 32 F. R. 3738

V-14 From Roswell, N. Mex., 12 AGL via Lubbock, Tex.; 12 AGL Childress, Tex., including a 12 AGL S alternate via INT Lubbock 086° and Childress 229° radials; 12 AGL Hobart, Okla.; 12 AGL Oklahoma City, Okla., including a 12 AGL S alternate via INT Hobart 076° and Oklahoma City 202° radials; 12 AGL Tulsa, Okla., including a 12 AGL N alternate via INT Oklahoma City 037° and Tulsa 261° radials, and also a 12 AGL S alternate via INT Oklahoma City 107° and Tulsa 228° radials; 12 AGL Neosho, Mo., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Tulsa 087° and Neosho 223° radials; 12 AGL Springfield, Mo., including a 12 AGL S alternate via INT Neosho 074° and Springfield 210° radials; 12 AGL Vichy, Mo., including a 12 AGL N alternate; 12 AGL St. Louis, Mo., including a 12 AGL N alternate and also a 12 AGL S alternate via INT of Vichy 069° and St. Louis 219° radials; 12 AGL Vandalia, Ill., including a 12 AGL N alternate via INT of St. Louis 062° and Vandalia 273° radials; 12 AGL Terre Haute, Ind.; 12 AGL Indianapolis, Ind., including a 12 AGL S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; 12 AGL Muncie, Ind.; 12 AGL Findlay, Ohio; 12 AGL Attica, Ohio; 12 AGL Cleveland, Ohio; 12 AGL Jefferson, Ohio; 12 AGL Erie, Pa., including a 12 AGL N alternate from Cleveland to Erie via INT Cleveland 049° and Jefferson 279° radials; 12 AGL Dunkirk, N. Y.; 12 AGL Buffalo, N. Y., including a 12 AGL N alternate from Erie to Buffalo via INT Erie 043° and Buffalo 242° radials; 12 AGL Geneseo, N. Y.; 12 AGL Georgetown, N. Y.; 12 AGL INT Georgetown 093° and Albany, N. Y., 270° radials; 12 AGL Albany; 12 AGL INT Albany 094° and Gardner, Mass., 284° radials; 12 AGL Gardner; 12 AGL INT Gardner 132° and Boston, Mass., 256° radials; 12 AGL Boston. The airspace within R-5207 is excluded.

V-15 From Galveston, Tex., 12 AGL via Houston, Tex.; 12 AGL College Station, Tex., including a 12 AGL W alternate via INT Houston 287° and College Station 149° radials; 12 AGL Waco, Tex., including a 12 AGL W alternate via INT College Station 307° and Waco 173° radials; 12 AGL Dallas, Tex., including a 12 AGL E alternate and also a 12 AGL W alternate from Waco to INT Britton, Tex., 091° and Dallas, Tex., 202° radials via INT Waco 353° and Britton 264° radials, and Britton; 12 AGL Ardmore, Okla., including a 12 AGL W alternate via INT Dallas 324° and Ardmore 176° radials; 12 AGL Okmulgee, Okla., including a 12 AGL E alternate and also a 12 AGL W alternate via INT Ardmore 006° and Okmulgee 245° radials; 12 AGL INT Okmulgee 048° and Neosho, Mo., 223° radials; 12 AGL Neosho. **From Kansas City, Mo., 12 AGL St. Joseph, Mo.; 12 AGL INT St. Joseph 343° and Neola, Iowa, 157° radials; 12 AGL Neola; 12 AGL INT Neola 322° and Sioux City, Iowa, 159° radials; 12 AGL** Sioux City; 12 AGL INT Sioux City 340° and Sioux Falls, S. Dak., 169° radials; 12 AGL Sioux Falls, including a 12 AGL E alternate; 12 AGL Huron, S. Dak., including a 12 AGL west alternate from Sioux Falls to Huron via Mitchell, S. Dak.; 12 AGL Aberdeen, S. Dak., including a 12 AGL W alternate; 18 miles, 12 AGL, 89 miles, 42 MSL, 12 AGL Bismarck, N. Dak.; 12 AGL Minot, N. Dak.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 3/2/67 31 F. R. 16200 (Changed)
AMENDMENTS 10/12/67 32 F. R. 10192 (Changed); Eff. date changed 9/14/67 32 F. R. 11429;

V-16 From Los Angeles, Calif., 12 AGL Ontario, Calif.; 12 AGL Palm Springs, Calif.; 12 AGL Blythe, Calif.; 21 miles, 12 AGL, 60 miles, 55 MSL, 12 AGL Buckeye, Ariz.; 12 AGL Phoenix, Ariz.; 12 AGL INT Phoenix 161° and Casa Grande, Ariz., 105° radials; 12 AGL Tucson, Ariz., including a 12 AGL south alternate from INT Phoenix 161° and Casa Grande 105° radials, to Tucson via INT Phoenix 161° and Tucson 298° radials; 12 AGL Cochise, Ariz., including a 12 AGL S alternate via INT Tucson 122° and Cochise 257° radials; 12 AGL Columbus, N. Mex.; 12 AGL El Paso, Tex., including a 12 AGL N alternate via INT Columbus 075° and El Paso 286° radial; 12 AGL Salt Flat, Tex.; 12 AGL Wink, Tex.; 12 AGL Wink 066° and Big Spring, Tex., 260° radials; 12 AGL Big Spring, including a 12 AGL S alternate from Wink to Big Spring via Midland, Tex.; 12 AGL Abilene, Tex.; 12 AGL Mineral Wells, Tex.; 12 AGL INT Mineral Wells 078° and Dallas, Tex., 252° radials; 12 AGL Dallas, including a 12 AGL S alternate via INT Mineral Wells 094° and Dallas 229° radials; 12 AGL Sulphur Springs, Tex.; 12 AGL Texarkana, Ark., including a 12 AGL N alternate via INT Sulphur Springs 060° and Texarkana 272° radials, and also a 12 AGL S alternate via INT Sulphur Springs 090° and Texarkana 240° radials; 12 AGL Pine Bluff, Ark.; 12 AGL Memphis, Tenn., including a 12 AGL S alternate; 12 AGL Jacks Creek, Tenn., including a 12 AGL N alternate via INT Memphis 045° and Jacks Creek 260° radials; 12 AGL Graham, Tenn., including a 12 AGL S alternate from Memphis to Graham via INT Memphis 078° and Graham 238° radial; 12 AGL Nashville, Tenn., including a 12 AGL N alternate from Jacks Creek to Nashville via INT Jacks Creek 044° and Nashville 284° radials; 12 AGL Crossville, Tenn., including a 12 AGL S alternate and also a 12 AGL N alternate via INT Nashville 081° and Crossville 301° radials; 12 AGL Knoxville, Tenn., including a 12 AGL S alternate via INT Crossville 100° and Knoxville 247° radials; 12 AGL Holston Mountain, Tenn., including a 12 AGL S alternate from Knoxville to Holston Mountain via Snowbird, Tenn.; 12 AGL Pulaski, Va., including a 12 AGL N alternate from Knoxville to Pulaski via INT Knoxville 050° and Blackford, Va., 246° radials and Blackford; 12 AGL Roanoke, Va.; 12 AGL Gordonsville, Va., including a 12 AGL north alternate from Roanoke to Gordonsville via INT Roanoke 035° and Montebello, Va., 250° radials and Montebello, and also a 12 AGL south alternate from Pulaski to Gordonsville via INT Pulaski 094° and Lynchburg, Va., 253° radials and Lynchburg; 12 AGL Nottingham, Md.; 6-mile wide, 12 AGL Kenton, Del.; 12 AGL Millville, N. J.; 12 AGL Coyle, N. J.; 12 AGL INT Coyle 078° and Atlantic City, N. J., 048° radials; 12 AGL INT Atlantic City 048° and Riverhead, N. Y., 215° radials; 12 AGL Riverhead; 12 AGL Norwich, Conn.; 12 AGL Boston, Mass. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 4/27/67 32 F. R. 5253 (Changed)
AMENDMENTS 5/25/67 32 F. R. 3438 (Changed); 11/9/67 32 F. R. 12833 (Changed) 11/9/67 32 F. R. 13220 (Changed)

V-17 From McAllen, Tex., 29 miles, 12 AGL, 34 miles, 25 MSL, 12 AGL Laredo, Tex.; 12 AGL Cotulla, Tex.; 12 AGL INT Cotulla 041° and San Antonio, Tex., 183° radials; 12 AGL San Antonio; 12 AGL Austin, Tex., including a 12 AGL W alternate via INT San Antonio 002° and Austin 237° radials and also a 12 AGL E alternate via INT San Antonio 057° and Austin 198° radials; 12 AGL Waco, Tex., including a 12 AGL E alternate via INT Austin 046° and Waco 173° radials; 12 AGL INT Waco 315° and Mineral Wells, Tex., 197° radials; 12 AGL Mineral Wells; 12 AGL Bridgeport, Tex.; 12 AGL Duncan, Okla.; 12 AGL INT Duncan 011° and Oklahoma City, Okla., 180° radials; 12 AGL Oklahoma City; 12 AGL Gage, Okla., including a 12 AGL W alternate via INT Oklahoma City 282° and Gage 133° radials; 12 AGL Garden City, Kans., including a 12 AGL W alternate from Gage to Garden City via Liberal, Kans.; 12 AGL Goodland, Kans. The airspace above 9,000 feet MSL is excluded between McAllen and Laredo.

AMENDMENTS 4/27/67 32 F. R. 3091 (Changed)

V-18 From Dallas, Tex., 12 AGL via Quitman, Tex.; 12 AGL Shreveport, La., including a 12 AGL S alternate via INT Quitman 109° and Shreveport 246° radials; 12 AGL Monroe, La., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Shreveport 117° and Monroe 268° radials; 12 AGL Jackson, Miss., including a 12 AGL N alternate and also a 12 AGL S alternate;
12 AGL Meridian, Miss., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Jackson 134° and Meridian 262° radials; 12 AGL Tuscaloosa, Ala.; 12 AGL Birmingham, Ala.; 12 AGL Anniston, Ala.; 12 AGL Rex, Ga.; 12 AGL INT Rex 090° and Augusta, Ga., 278° radials; 12 AGL Augusta, including a 12 AGL S alternate from Birmingham to Augusta via INT Birmingham 114° and Brookwood, Ala., 083° radials, Atlanta, Ga., and INT Atlanta 098° and Augusta 263° radials;
12 AGL INT Augusta 097° and Charleston, S. C., 300° radials; 12 AGL Charleston, including a 12 AGL S alternate from Augusta to Charleston via INT Augusta 157° and Allendale, S. C., 262° radials and Allendale, excluding the airspace within R-6004.

AMENDMENT 2/2/67 31 F.R. 15237 (Changed)

V-19 From Newman, Tex., 12 AGL via INT Newman 287° and Truth or Consequences, N. Mex., 159° radials; 12 AGL Truth or Consequences; 12 AGL INT Truth or Consequences 028° and Socorro, N. Mex., 189° radials; 12 AGL Socorro; 12 AGL Albuquerque, N. Mex., including a 12 AGL W alternate via INT Socorro 343° and Albuquerque 199° radials, and also a 12 AGL E alternate via INT Socorro 015° and Albuquerque 160° radials; 12 AGL Sante Fe, N. Mex., including a 12 AGL W alternate via INT Albuquerque 026° and Santa Fe 253° radials; 12 AGL Las Vegas, N. Mex.; 12 AGL Cimarron, N. Mex.; 12 AGL Pueblo, Colo., including a 12 AGL E alternate via INT Cimarron 053° and Pueblo 176° radials; 12 AGL Kiowa, Colo., including a 12 AGL east alternate; 12 AGL Denver; 12 AGL Cheyenne, Wyo.; 12 AGL Casper, Wyo., including a 12 AGL E alternate from Cheyenne to Casper via INT Cheyenne 002° and Douglas, Wyo., 152° radials and Douglas; 5 miles 12 AGL, 45 miles 71 MSL, 12 AGL Crazy Woman, Wyo.; 12 AGL Sheridan, Wyo., including a 12 AGL E alternate; 21 miles 12 AGL, 35 miles 75 MSL, 12 AGL Billings, Mont., including an E alternate from Sheridan 21 miles, 12 AGL, 38 miles, 75 MSL, 12 AGL to Billings; 38 miles, 12 AGL, 72 MSL INT Billings 347° and Lewistown, Mont., 104° radials; 12 AGL Lewistown; 12 AGL Great Falls, Mont., including a 12 AGL W alternate via INT Lewistown 274° and Great Falls 122° radials.

AMENDMENTS 3/2/67 31 F. R. 16200 (Changed); 7/20/67 32 F. R. 7251 (Changed); 12/7/67 32 F. R. 14590 (Changed)

V-20 From Corpus Christi, Tex., 12 AGL via INT Corpus Christi 054° and Palacious, Tex., 226° radials; 12 AGL Palacious, including a 12 AGL N alternate via INT Corpus Christi 039° and Palacios 241° radials; 12 AGL Houston, Tex., including a 12 AGL N alternate via INT Palacios 031° and Houston 256° radials, and a 12 AGL S alternate via INT Palacios 064° and Houston 201° radials; 12 AGL Beaumont, Tex., including a 12 AGL north alternate via INT Houston 045° and Beaumont 272° radials; 12 AGL Lake Charles, La., including a 12 AGL north alternate via INT Beaumont 056° and Lake Charles 272° radials, and also a 12 AGL south alternate from Houston to Lake Charles via INT Houston 090° and Sabine Pass, Tex., 265° radials and Sabine Pass; 12 AGL Lafayette, La., including a 12 AGL N alternate via INT Lake Charles 064° and Lafayette 285° radials; 12 AGL New Orleans, La., including a 12 AGL S alternate from Lafayette to New Orleans via Tibby, La.; 12 AGL INT New Orleans 070° and Gulfport, Miss., 247° radials; 12 AGL Gulfport; 12 AGL Mobile, Ala., including a 12 AGL N alternate from New Orleans to Mobile via Picayune, Miss., excluding the airspace between the main and this N alternate; 12 AGL INT Mobile 048° and Monroeville, Ala., 231° radials; 12 AGL Monroeville, including a 12 AGL N alternate via INT Mobile 033° and Monroeville 250° radials and also a 6-mile wide 12 AGL S alternate via INT Mobile 063° and Monroeville 216° radials; 12 AGL Montgomery, Ala.; 12 AGL La Grange, Ga., 12 AGL Atlanta, Ga., including a 12 AGL N alternate from Montgomery to Atlanta via INT Montgomery 033° and Atlanta 248° radials; 12 AGL Rex, Ga.; 12 AGL Anderson, S C.; 12 AGL Spartanburg, S. C., including a 12 AGL N alternate from Atlanta to Spartanburg via Norcross, Ga., and INT Norcross 055° and Spartanburg 244° radials; 12 AGL Greensboro, N. C; 12 AGL South Boston, Va.; INT of Mobile 048° and Monroeville, Ala., 231° radials; Monroeville, including 12 AGL Richmond, Va.; 12 AGL INT Richmond 039° and Brooke, Va., 132° radials; 12 AGL INT Patuxent, Md., 228° and Nottingham, Md., 174° radials; 12 AGL Nottingham.

AMENDMENTS 2/2/67 31 F. R. 15798 (Changed); 5/29/67 32 F. R. 8079 (Changed)
AMENDMENTS 12/7/67 32 F. R. 14311 (Changed)

V-21 From INT Long Beach, Calif., 250° and Los Angeles, Calif., 207° radials; 12 AGL Long Beach; 12 AGL Ontario, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline), 12 AGL Hector, Calif.; 12 AGL Boulder, Nev., including a 12 AGL W alternate from INT Hector 226° and Daggett, Calif., 187° radials to INT Daggett 062° and Hector 047° radials via Daggett; 12 AGL Morman Mesa, Nev.; 30 miles, 12 AGL, 52 miles, 95 MSL, 12 AGL Milford, Utah, including an E alternate from Morman Mesa, 39 miles, 12 AGL, 105 MSL INT Morman Mesa 059° and Cedar City, Utah, 197° radials, 19 miles, 115 MSL, 12 AGL Cedar City, 12 AGL to Milford, excluding the airspace between the main and this E alternate airway; 12 AGL Delta, Utah; 12 AGL Provo, Utah; 12 AGL Salt Lake City, Utah; 12 AGL Ogden, Utah; 12 AGL Malad City, Idaho; 12 AGL Pocatello, Idaho; 12 AGL, Idaho Falls, Idaho;
12 AGL INT of Idaho Falls 030° and DuBois, Idaho, 155° radials; 12 AGL DuBois; 12 AGL Dillon, Mont.; 12 AGL Whitehall, Mont.; 12 AGL Helena, Mont.; 12 AGL INT Helena 352° and Great Falls, Mont., 222° radials; 12 AGL Great Falls; 12 AGL Cut Bank, Mont., including a 12 AGL W alternate Helena direct Cut Bank; 12 AGL INT Cut Bank 348° radial and the United States/Canadian border.

AMENDMENTS 3/2/67 31 F. R. 16200 (Changed); 3/2/67 32 F. R. 47 (Changed)
AMENDMENTS 7/20/67 32 F. R. 7252 (Changed)

V-22 From Houston, Tex., 12 AGL via INT Houston 090° and Sabine Pass, Tex., 265° radials; 12 AGL Sabine Pass; 12 AGL White Lake, La.; 12 AGL Tibby, La.; 20 miles, 12 AGL; 7 miles wide (4 miles north and 3 miles south of centerline) 12 AGL Harvey, La.; 25 miles, 7-mile wide (4 miles north and 3 miles south of centerline) 12 AGL INT Harvey 073° and Brookley, Ala., 240°
radials; 12 AGL Brookley; 6 miles wide 12 AGL Navy Saufley, Fla.; 6 miles wide 12 AGL INT Navy Saufley 047° and Crestview, Fla., 251° radials; 6 miles wide 12 AGL Crestview; 12 AGL Marianna, Fla.; 12 AGL Tallahassee, Fla.; 12 AGL Greenville, Fla.; 18 miles, 6 miles wide, 12 AGL Taylor, Fla.; 12 AGL Jacksonville, Fla.

AMENDMENTS 3/23/67 32 F. R. 5412 (Changed); 10/12/67 32 F. R. 12113 (Changed)

V-23 From San Diego, Calif., 12 AGL Oceanside, Calif.; 24 miles, 12 AGL; 6 miles wide, 12 AGL Long Beach, Calif.; 6 miles wide, 12 AGL INT Long Beach 287° and Los Angeles, Calif., 138° radials; 12 AGL Los Angeles; 12 AGL Gorman, Calif.; 12 AGL Bakersfield, Calif.; 12 AGL Fresno, Calif.; 53 miles, 12 AGL; 6 mi. wide, 12 AGL Linden, Calif.; 12 AGL Sacramento, Calif., including a 12 AGL W alternate from Fresno to Sacramento via Los Banos, Calif., and Stockton, Calif.; 12 AGL INT Sacramento 346° and Red Bluff, Calif., 158° radials; 12 AGL Red Bluff; 58 miles, 12 AGL, 95 MSL Fort Jones, Calif.; 12 AGL
Medford, Oreg., including a 12 AGL east alternate via INT Fort Jones 042° and Medford 157° radials and also a 12 AGL west alternate via INT Fort Jones 340° and Medford 235° radials, excluding the airspace between the main and these alternate airways; 12 AGL Eugene, Oreg., including a 12 AGL west alternate from Medford to Eugene via Roseburg, Oreg., and INT Roseburg 003° and Eugene 187° radials; 12 AGL Portland, Oreg., including a 12 AGL east alternate and also a 12 AGL west alternate from Eugene to Portland via Corvallis, Oreg., INT Corvallis 352° and Newberg, Oreg., 204° radials and Newberg; 20 miles, 12 AGL, 45 MSL INT Portland 350° and Seattle, Wash., 197° radials; 21 miles, 45 MSL, 12 AGL Seattle; 12 AGL Paine, Wash.; 12 AGL Bellingham, Wash.; 12 AGL via INT Bellingham 290° radial to the United States/Canadian border.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); Corr: 32 F. R. 1087; 3/2/67 32 F. R. 47 (Changed)
AMENDMENTS 7/20/67 32 F. R. 7588 (Changed)

V-24 From Aberdeen, S. Dak., 12 AGL Watertown, S. Dak., including a 12 AGL N alternate; 15 miles, 12 AGL, 64 miles, 33 MSL, 12 AGL Redwood Falls, Minn.; 12 AGL Rochester, Minn.; 12 AGL Lone Rock, Wis., including a 12 AGL S alternate from Rochester to Lone Rock via Waukon, Iowa.

AMENDMENTS 2/2/67 31 F. R. 15796 (Rewritten)

V-25 From San Diego, Calif., 12 AGL Los Angeles, Calif., including an E alternate from INT Los Angeles 138° and Long Beach, Calif., 186° radials, 12 AGL via Long Beach, 6 miles wide, 12 AGL to INT Long Beach 287° and Los Angeles 138° radials; 12 AGL INT Los Angeles 261° and Ventura, Calif., 144° radials; 6 miles wide, 12 AGL Ventura; 6 miles wide, 12 AGL INT Ventura 331° and Santa Barbara, Calif., 109° radials; 12 AGL Santa Barbara; 12 AGL Paso Robles, Calif., including a 12 AGL W alternate from Santa Barbara to Paso Robles via Gaviota, Calif., and San Luis Obispo, Calif.; 12 AGL Salinas, Calif., including a 12 AGL E alternate via INT Paso Robles 342° and Salinas 131° radials; 12 AGL INT Salinas 310° and
Woodside, Calif., 158° radials; 12 AGL Woodside; 12 AGL San Francisco, Calif.; 12 AGL INT San Francisco 304° and Point Reyes, Calif., 161° radials; 12 AGL Point Reyes; 12 AGL INT Point Reyes 352° and Ukiah, Calif., 147° radials; 28 miles, 12 AGL, 24 miles, 85 MSL, 18 miles, 75 MSL, 12 AGL Red Bluff, Calif.; 53 miles, 12 AGL, 95 MSL INT Red Bluff 015° and Klamath Falls, Oreg., 181° radials; 19 miles, 95 MSL, 12 AGL Klamath Falls; 21 miles, 12 AGL, 77 miles, 90 MSL, 12 AGL Redmond, Oreg.; 12 AGL The Dalles, Oreg.; 12 AGL Yakima, Wash., including a 12 AGL east alternate via INT The Dalles 051° and Yakima 183° radials; 12 AGL INT Yakima 305° and Ellensburg, Wash., 191° radials, 12 AGL Ellensburg;
Wenatchee, Wash. The airspace below 2,000 feet MSL outside the United States and the airspace more than 3 miles NE of the airway centerline between Long Beach and INT of Long Beach 287° and Los Angeles 138° radials is excluded. The airspace within R-2511, R-2520, R-6714 and W-289 is excluded. The airspace within R-2519 more than 3 statute miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7588 (Changed)
AMENDMENTS 5/25/67 32 F. R. 3438 (Changed); Eff. date changed 8/17/67 32 F. R. 5988;

V-26 From Myton, Utah, 79 MSL, via Vernal, Utah 19 miles 12 AGL, 105 MSL Cherokee, Wyo.; 11 miles 12 AGL, 52 miles 111 MSL, 12 AGL Casper, Wyo.; 14 miles 12 AGL, 25 miles 75 MSL, 92 miles 90 MSL, 12 AGL Rapid City, S. Dak.; 43 miles, 12 AGL, 35 MSL Philip, S. Dak.; 56 miles, 35 MSL, 12 AGL Pierre, S. Dak.; 26 miles, 12 AGL, 41 miles, 35 MSL, 12 AGL Huron, S. Dak.; 12 AGL Redwood Falls, Minn., including a 12 AGL S alternate; 12 AGL Flying Cloud, Minn.; 12 AGL INT Flying Cloud 081° and Eau Claire, Wis., 271° radials; 12 AGL Eau Claire, including a 12 AGL south alternate from Redwood Falls to Eau Claire via Farmington, Minn.; 12 AGL Wausau, Wis.; 12 AGL Freen Bay, Wis.; 12 AGL INT Green Bay 116° and White Cloud, Mich., 302° radials; 12 AGL White Cloud; 12 AGL Lansing, Mich.; 12 AGL Salem, Mich.; 12 AGL INT Salem 138° and Cleveland, Ohio, 311° radials; 12 AGL Cleveland. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 7/20/67 32 F. R. 7625 (Changed)

V-27 From San Diego, Calif., 12 AGL INT San Diego 319° and Santa Catalina, Calif., 099° radials; 12 AGL Santa Catalina; 6 miles wide, 12 AGL Ventura, Calif.; 6 miles wide, 12 AGL INT Ventura 331° and Fillmore, Calif., 268° radials; 12 AGL INT Fillmore 268° and Gaviota, Calif., 143° radials; 12 AGL Gaviota; 12 AGL San Luis Obispo, Calif.; 12 AGL INT San Luis Obispo 308° and Big Sur, Calif., 157° radials; 12 AGL Big Sur; 12 AGL INT Big Sur 325° and Point Reyes, Calif., 161° radials; 12 AGL Point Reyes; 12 AGL INT Point Reyes 352° and Ukian, Calif., 147° radials; 12 AGL Ukiah; 12 AGL Fortuna, Calif.; 12 AGL Crescent City, Calif.; 31 miles, 12 AGL, 32 miles, 59 MSL, 12 AGL North Bend, Oreg.; 12 AGL Newport, Oreg.; 39 miles, 12 AGL, 30 miles, 45 MSL, 12 AGL Astoria, Oreg.; 30 miles, 12 AGL, 17 miles, 45 MSL, 12 AGL Olympia, Wash.; 12 AGL INT Olympia 010° and Seattle, Wash., 249° radials; 12 AGL Seattle, including a 12 AGL west alternate from Astoria to INT Olympia 010° and Seattle 249° radials via Hoquiam, Wash., excluding the airspace between the main and this west alternate. The airspace below 2,000 feet MSL outside the United States between San Diego and Santa Catalina, the airspace within R-2516, R-2520 and W-289, the airspace within R-2519 more than 3 statute miles west of the airway centerline, and the airspace within R-2519 below 5.000 feet MSL. is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7588 (Changed)

V-28 From Oakland, Calif., 12 AGL INT Oakland 077° and Linden, Calif., 246° radials; 12 AGL Linden; 12 AGL INT Linden 046° and Reno, Nev., 208° radials; 12 AGL Reno.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-29 From Snow Hill, Md., 12 AGL Salisbury, Md.; 12 AGL INT Salisbury 340° and Kenton, Del., 217° radials; 12 AGL Kenton; 12 AGL New Castle, Del.; 12 AGL West Chester, Pa.; 12 AGL Pottstown, Pa.; 12 AGL Allentown, Pa.; 12 AGL Lake Henry, Pa.; 12 AGL Binghampton, N. Y.; 12 AGL Syracuse, N. Y.; 12 AGL Watertown, N. Y.; 12 AGL INT Watertown 033° and Massena, N. Y., 241° radials; 12 AGL Massena. The airspace within R-4006 is excluded.

AMENDMENTS 12/7/67 32 F. R. 13117 (Changed)

V-30 From Milwaukee, Wis., 12 AGL INT Milwaukee 102° and Pullman, Mich., 303° radials; 12 AGL Pullman, including a 12 AGL S alternate via INT Milwaukee 121° and Pullman 282° radials; 12 AGL Litchfield, Mich.; 12 AGL Waterville, Ohio; 12 AGL Attica, Ohio; 12 AGL Akron, Ohio; 12 AGL INT Akron 092° and Clarion, Pa., 265° radials; 12 AGL Clarion; 12 AGL Philipsburg, Pa.; 12 AGL Selinsgrove, Pa.; 12 AGL East Texas, Pa.; 12 AGL Colts Neck, N. J.

V-31 From INT Patuxent River, Md., 036° and Nottingham, Md., 128° radials; 12 AGL Nottingham. From Baltimore, Md.; 12 AGL Harrisburg, Pa.; 12 AGL Selinsgrove, Pa.; 12 AGL Williamsport, Pa.; 12 AGL Elmira, N. Y.; 12 AGL INT Elmira 357° and Rochester, N. Y., 125° radials; 12 AGL Rochester.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed)

V-32 From Battle Mountain, Nev.; 12 AGL Elko, Nev.; 12 AGL Bonneville, Utah, including a 12 AGL north alternate from Elko to Bonneville via Wells, Nev.; 37 miles, 85 MSL, 12 AGL Salt Lake City, Utah; 17 miles, 12 AGL, 45 miles, 105 MSL, 12 AGL Fort Bridger, Wyo.

AMENDMENTS 7/20/67 32 F. R. 7252 (Rewritten)

V-33 From Cofield, N. C.; 12 AGL INT Cofield 007° and Harcum, Va., 187° radials; 12 AGL Harcum; 12 AGL INT Harcum 003° and Nottingham, Md., 174° radials; 12 AGL Nottingham. From Baltimore, Md., 12 AGL Harrisburg, Pa.; 12 AGL Philipsburg, Pa.; 12 AGL Keating, Pa.; 12 AGL Bradford, Pa.; 12 AGL Buffalo, N. Y.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed)

V-34 From Kleinburg, Ont., 12 AGL INT Kleinburg 113° and Rochester, N. Y., 309° radials; 12 AGL Rochester; 12 AGL Ithaca, N. Y.; 12 AGL Hancock, N. Y.; 12 AGL Carmel, N. Y.; 12 AGL Riverhead, N. Y. The airspace within Canada and R-5207 is excluded.

V-35 From Key West, Fla., 12 AGL INT Key West 086° and Bimini, Bahamas, 215° radials; 12 AGL INT Bimini 215° and Miami, Fla., 147° radials; 12 AGL Miami; 12 AGL INT Miami 269° and Fory Myers, Fla., 137° radials, including a 12 AGL W alternate from INT Miami 147° radial and Miami International Airport Runway 9 left ILS localizer W course to INT Miami 269° and Fort Myers 137° radials via INT Miami International Airport Runway 9 left ILS localizer W course and Fort Myers 137° radial; 12 AGL Fort Myers; 12 AGL St. Petersburg, Fla., including a 12 AGL W alternate; 12 AGL INT St. Petersburg 350° and Cross City, Fla., 168° radials; 12 AGL Cross City, including a 12 AGL E alternate via Gainesville, Fla., and also a 12 AGL W alternate via INT St. Petersburg 316° and Cross City 185° radials; 12 AGL Greenville, Fla.; 12 AGL Albany, Ga., including a 12 AGL west alternate from Cross City to Albany via Tallahassee, Fla.; 12 AGL Macon, Ga., including a 12 AGL west alternate via INT Albany 013° and Macon 227° radials; 12 AGL Athens, Ga.; 12 AGL Anderson, 12 AGL Asheville, N. C.; 12 AGL Holston Mountain, Tenn., via INT Asheville 301° and Holston Mountain 203° radials; 12 AGL Blackford, Va.; 12 AGL Charleston, W. Va., including a 12 AGL E alternate via Bluefield, W. Va.; 12 AGL INT Charleston 051° and Elkins, W. Va., 264° radials; 12 AGL Clarksburg, W. Va.; 12 AGL Morgantown, W. Va.; 12 AGL Indian Head, Pa.; 12 AGL Johnstown, Pa.; 12 AGL Tyrone, Pa.; 12 AGL Philipsburg, Pa.; 12 AGL Stonyfork, Pa.; 12 AGL Elmira, N. Y.; 12 AGL Syracuse, N. Y. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 7/20/67 32 F. R. 7125 (Changed); 10/12/67 32 F. R. 12113 (Changed); Corr: 32 F. R. 13506
AMENDMENTS 11/9/67 32 F. R. 12995 (Changed)

V-36 From Toronto, Ont., via INT Toronto 141° and Buffalo, N. Y., 312° radials; 12 AGL Buffalo, including a 12 AGL S alternate via INT Toronto 172° and Buffalo 294° radials, excluding the airspace between the main and this S alternate; 12 AGL Elmira, N. Y.; 12 AGL Lake Henry, Pa.; 12 AGL Sparta, N. J. The airspace within Canada is excluded.

AMENDMENTS 12/7/67 32 F. R. 13117 (Changed)

V-37 From Savannah, Ga., 12 AGL Allendale, S. C.; 12 AGL Columbia, S. C.; 12 AGL Fort Mill, S. C., including a 12 AGL W alternate via INT Columbia 294° and Fort Mill 201° radials; 12 AGL Pulaski, Va., 12 AGL Elkins, W. Va.; 12 AGL Morgantown, W. Va.; 12 AGL Allegheny, Pa.; 12 AGL INT Allegheny 325° and Ellwood City, Pa., 183° radials; 12 AGL Ellwood City; 12 AGL Erie, Pa.; 12 AGL Toronto, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 7/20/67 32 F. R. 7125 (Changed)

V-38 From Iowa City, Iowa, 12 AGL Moline, Ill.; 12 AGL Joliet, Ill.; 12 AGL Peotone, Ill.; 6 mi. wide 12 AGL Monterey, Ind.; 12 AGL Fort Wayne, Ind.; 12 AGL Findlay, Ohio 12 AGL INT Findlay 131° and Appleton, Ohio, 312° radials; 12 AGL Appleton; 12 AGL Zanesville, Ohio; 12 AGL Parkersburg, W. Va.; 12 AGL Elkins, W. Va.; 12 AGL Gordonsville, Va.; 12 AGL Richmond, Va.; 12 AGL Harcum, Va.; 12 AGL Cape Charles, Va.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed)

V-39 From Myrtle Beach, S. C., 27 MSL Fayetteville, N. C., excluding the airspace at and above 5,000 feet MSL. From Pinehurst, N. C., 12 AGL South Boston, Va.; 12 AGL Grodonsville, Va.; 12 AGL INT Gordonsville, 019° and Casanova, Va., 201° radials; 12 AGL Casanova; 12 AGL Herndon, Va., including a 12 AGL E alternate from Gordonsville to Herndon via INT Herndon 202° and Brooke, Va., 300° radials; 12 AGL Westminster, Md.; 12 AGL Lancaster, Pa.; 12 AGL East Texas, Pa.; 12 AGL Allentown, Pa.; 12 AGL Huguenot, N. Y.; 12 AGL INT Huguenot 032° and Pawling, N. Y., 259° radials; 12 AGL Pawling; 12 AGL Westfield, Mass.; 12 AGL Gardner, Mass.; 12 AGL Concord, N. H.; 12 AGL Kennebunk, Maine; 12 AGL Augusta, Maine; 12 AGL Bangor, Maine; 12 AGL Millinocket, Maine; 12 AGL Presque Isle, Maine; 12 AGL Mont Joli, Quebec, Canada, excluding the portion within Canada.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed); 3/30/67 32 F. R. 2441 (Changed)
AMENDMENTS 5/25/67 32 F. R. 3738 (Changed); 6/22/67 32 F. R. 5831 (Changed)

V-40 From Cleveland, Ohio, 12 AGL Briggs, Ohio; 12 AGL Imperial, Pa.

V-41 From Imperial, Pa., 12 AGL INT Imperial 326° and Youngstown, Ohio, 177° radials; 12 AGL Youngstown.

V-42 From Flint, Mich.; 12 AGL via INT Flint 133° and Windsor, Ont., 320° radials; 12 AGL Windsor, including an E alternate 12 AGL INT Flint 118° and Windsor 335° radials, 7 mi. wide (3 mi. E and 4 mi. W of centerline), 12 AGL Cleveland, Ohio; 12 AGL Akron, Ohio, including a 12 AGL E alternate from Windsor, Ont., Canada, to INT Strongville, Ohio 162° and Akron 289° radials via INT Windsor 134° and Strongville 342° radials and Strongville. The airspace within Canada is excluded.

V-43 From Appleton, Ohio, 12 AGL Tiverton, Ohio; 12 AGL Briggs, Ohio; 12 AGL Youngstown, Ohio; 12 AGL Erie, Pa.

V-44 From Maryland Heights, Mo.; 12 AGL Centralia, Ill.; 12 AGL Samsville, Ill.; 12 AGL Nabb, Ind.; 12 AGL Falmouth, Ky.; 12 AGL York, Ky.; 12 AGL Parkersburg, W. Va.; 12 AGL Morgantown, W. Va.; 12 AGL Martinsburg, W. Va.; 12 AGL Baltimore, Md.; 12 AGL INT Baltimore 094° and Kenton, Del., 262° radials; 12 AGL Kenton; 12 AGL INT Kenton 086° and Atlantic City, N. J. 238° radials; 12 AGL Atlantic City; 12 AGL INT of Atlantic City 048° and Riverhead, N. Y., 215° radials, 12 AGL Riverhead. The airspace within R-4001 and the airspace below 2,000 feet MSL outside the United States is excluded. The airspace within R-5002 more than 3 nmi W of the airway centerline above 9,000 feet MSL is excluded.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed)

V-45 From New Bern, N. C., 12 AGL Kinston, N. C.; 12 AGL Raleigh-Durham, N. C.; 12 AGL Greensboro, N. C.; 12 AGL INT Greensboro 334° and Hickory, N. C., 049° radials; 12 AGL Pulaski, Va.; 12 AGL Bluefield, W. Va.; 12 AGL Charleston, W. Va. From Waterville, Ohio, 12 AGL Jackson, Mich.; 12 AGL Lansing, Mich.; 12 AGL Saginaw, Mich.; 12 AGL Alpena, Mich., including a 12 AGL west alternate via INT Saginaw 353° and Alpena 232° radials; 12 AGL Pellston, Mich.

AMENDMENTS 11/9/67 32 F. R. 12789 (Changed)

V-46 From Deer Park, N. Y., 12 AGL INT Deer Park 095° and Hampton, N. Y., 223° radials (Beach INT) including a 12 AGL N alternate from Deer Park to Beach INT via Riverhead, N. Y., 12 AGL Hampton; 12 AGL INT Hampton 083° and Nantucket Mass., 255° radials; 12 AGL Nantucket. The airspace below 2,000 feet MSL outside the United States is excluded.

V-47 From Evansville, Ind., 12 AGL Nabb, Ind.; 12 AGL Cincinnati, Ohio; 12 AGL Rosewood, Ohio, including a 12 AGL W alternate from Cincinnati to INT Dayton, Ohio, Municipal Airport ILS localizer SW course and Rosewood 202° radial, via INT Cincinnati 006° and Dayton Municipal Airport ILS localizer SW course; 12 AGL Findlay, Ohio, including a 12 AGL W alternate via INT Rosewood 309° and Findlay, Ohio, 218° radials; 12 AGL Waterville, Ohio; 12 AGL INT Waterville 353° and Salem, Mich., 197° radials; 12 AGL Salem; 12 AGL INT Salem 027° and Flint, Mich., 118° radials.

AMENDMENTS 4/27/67 32 F. R. 3091 (Changed); 4/27/67 32 F. R. 3219 (Changed)

V-48 From Burlington, Iowa, 12 AGL Peoria, Ill.; 12 AGL Pontiac, Ill.

V-49 From Bowling Green, Ky., 12 AGL Mystic, Ky.; 12 AGL Nabb Ind.

V-50 From Pawnee City, Nebr., 12 AGL St. Joseph, Mo.; 12 AGL Kirksville, Mo.; 12 AGL Quincy, Ill.; 12 AGL Capital, Ill.; 12 AGL Decatur, Ill.; 12 AGL Terre Haute, Ind.; 12 AGL Indianapolis, Ind.; 12 AGL Dayton, Ohio, including a 12 AGL N alternate from Indianapolis to Dayton via Muncie, Ind.

V-51 From Key West, Fla., 12 AGL INT Miami, Fla., 222° and Biscayne Bay, Fla. 262° radials; 12 AGL Biscayne Bay; 12 AGL Miami; 12 AGL Pahokee, Fla.; 12 AGL INT Pahokee 009° and Vero Beach, Fla., 193° radials; 12 AGL Vero Beach, including a 12 AGL E alternate from Biscayne Bay to Vero Beach via INT Biscayne Bay 346° and Vero Beach 178° radials; 12 AGL Daytona Beach, Fla.; 12 AGL INT Daytona Beach 344° and Jacksonville, Fla., 159° radials; 12 AGL Jacksonville; 12 AGL INT Jacksonville 319° and Alma, Ga., 148° radials; 12 AGL Alma, including a 12 AGL E alternate; 12 AGL Dublin, Ga.; 12 AGL Rex, Ga.; 12 AGL Crossville, Tenn.; including a 12 AGL W alternate from INT Rex 345° and Chattanooga, Tenn., 118° radials to Crossville via Chattanooga; 12 AGL Livingston, Tenn.; 12 AGL Louisville, Ky., including a 12 AGL E alternate and also a 12 AGL W alternate from Livingston to Louisville via INT Livingston 333° and New Hope, Ky., 165° radials and New Hope; 12 AGL Nabb, Ind.; 12 AGL Shelbyville, Ind.; 12 AGL INT Shelbyville 313° and Lafayette, Ind., 136° radials; 12 AGL Lafayette; 12 AGL Chicago Heights, Ill. The airspace within R-2902A and R-2902B is excluded.

AMENDMENTS 3/2/67 32 F. R. 655 (Changed); 11/9/67 32 F. R. 13219 (Changed)

V-52 From Des Moines, Iowa; 12 AGL Ottumwa, Iowa; 12 AGL Quincy, Ill.; 12 AGL St. Louis, Mo., including a 12 AGL N alternate; 12 AGL Troy, Ill.; 12 AGL INT Troy 099° and Evansville, Ind., 309° radials; 12 AGL Evansville, Ind.

V-53 From Charleston, S. C., 12 AGL INT Charleston 300° and Columbia, S. C., 151° radials; 12 AGL Columbia; 12 AGL Spartanburg, S. C.; 12 AGL Asheville, N. C.; 12 AGL Holston Mountain, Tenn.; 12 AGL Whitesburg, Ky.; 12 AGL Lexington, Ky.; 12 AGL Louisville, Ky.; 12 AGL INT Louisville 333° and Indianapolis, Ind., 170° radials; 12 AGL Indianapolis; 12 AGL Westpoint, Ind.; 12 AGL INT Westpoint 326° and Peotone, Ill., 153° radials; 12 AGL Peotone; 12 AGL INT Peotone 003° and Chicago-O'Hare, Ill., 153° radials; 12 AGL Chicago-O'Hare.

AMENDMENTS 12/7/67 32 F. R. 14312 (Changed)

V-54 From Waco, Tex., 12 AGL via INT Waco 037° and Quitman, Tex., 243° radials; 12 AGL Quitman; 12 AGL Texarkana, Ark.; 12 AGL INT Texarkana 052° and Little Rock, Ark., 235° True radials; 12 AGL Little Rock, including a 12 AGL N alternate via INT Texarkana 037° and Hot Springs, Ark., 223° radials and Hot Springs; 12 AGL Memphis, Tenn., including a 12 AGL N alternate; 12 AGL Muscle Shoals, Ala., including a 12 AGL N alternate via INT Memphis 078° and Muscle Shoals 293° radials and also a 12 AGL S alternate via Holly Springs, Miss., and INT Holly Springs 099° and Muscle Shoals 255° radials; 12 AGL Huntsville, Ala., including a 12 AGL N alternate via INT Muscle Shoals 067° and Huntsville 282° radials; 12 AGL Chattanooga, Tenn., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Huntsville 097° and Chattanooga 229° radials; 12 AGL Harris, Ga.; 12 AGL Spartanburg, S. C.; 12 AGL Fort Mill, S. C.; 12 AGL Pinehurst, N. C.

V-55 From Dayton, Ohio, 12 AGL Fort Wayne, Ind., including a 12 AGL E alternate via INT Dayton 347° and Fort Wayne 128° radials; 12 AGL Goshen, Ind.; 12 AGL South Bend, Ind.; 12 AGL Keeler, Mich.; 12 AGL Pullman, Mich.; 12 AGL Muskegon, Mich.; 12 AGL INT Muskegon 327° and Green Bay, Wis., 116° radials; 12 AGL Green Bay; 12 AGL Stevens Point, Wis.; 12 AGL INT Stevens Point 281° and Eau Claire, Wis., 107° radials; 12 AGL Eau Claire; 9 miles, 12 AGL, 55 miles, 25 MSL, 12 AGL Grantsburg, Wis.; 9 miles, 12 AGL, 45 miles, 26 MSL, 12 AGL Brainerd, Minn.; 13 miles, 12 AGL, 29 miles, 27 MSL, 12 AGL Park Rapids, Minn.; 7 miles, 12 AGL, 58 miles, 30 MSL, 31 miles, 28 MSL, 12 AGL Grand Forks, N. Dak.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-56 From Meridian, Miss., 12 AGL Kewanee, Miss.; 12 AGL Craig, Ala.; 12 AGL Montgomery, Ala.; 12 AGL Tuskegee, Ala.; 12 AGL INT Tuskegee 078° and Columbus, Ga. 255° radials; 12 AGL Columbus, including a 12 AGL south alternate from Montgomery to Columbus via INT Montgomery 090° and Columbus 219° radials; 12 AGL Macon, Ga.; 12 AGL Augusta, Ga.; 12 AGL Columbia, S. C.; 12 AGL INT Columbia 079° and Florence, S. C., 243° radials; 12 AGL Florence; 12 AGL Fayetteville, N. C., 41 miles 25 MSL, 12 AGL INT Fayetteville 098° and New Bern, N. C., 256° radials; 12 AGL New Bern. The airspace at and above 5,000 feet MSL is excluded from Fayetteville to Wallace INT; and the airspace at and above 9,000 feet MSL is excluded from Wallace INT to New Bern.

AMENDMENTS 6/22/67 32 F. R. 6434 (Changed); 11/9/67 32 F. R. 12995 (Changed)
AMENDMENTS 12/7/67 32 F. R. 14549 (Changed)

V-57 From Birmingham, Ala., 12 AGL Decatur, Ala., including a 12 AGL E alternate via INT Birmingham 013° and Decatur 130° radials; 12 AGL Graham, Tenn.; 12 AGL Bowling Green, Ky. From Lexington, Ky., 12 AGL Falmouth, Ky.; 12 AGL INT Richmond, Ind., 142° and Cincinnati, Ohio, 022° radials.

V-58 From Carrolltown, Pa.; 12 AGL Tyrone, Pa.; 12 AGL Philipsburg, Pa.; 12 AGL Williamsport, Pa.; 12 AGL INT Williamsport 079° and Lake Henry, Pa., 265° radials; 12 AGL Lake Henry; 12 AGL Pawling, N. Y.; 12 AGL Hartford, Conn.; 12 AGL INT Hartford 130° and Providence, R. I., 212° radials.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed); 12/7/67 32 F. R. 13117 (Changed)

V-59 From Pulaski, Va., 12 AGL Beckley, W. Va.; 12 AGL Parkersburg, W. Va.; 12 AGL Newcomerstown, Ohio.

V-60 From Albuquerque, N. Mex., 12 AGL via Otto, N. Mex., including a 12 AGL S alternate via INT Albuquerque 103° and Otto 253° radials; 12 AGL Las Vegas, N. Mex.

V-61 From Bridgeport, Tex., 12 AGL via INT Brideport 315° and Wichita Falls, Tex., 139° True radials; 12 AGL Wichita Falls; 12 AGL Lawton, Okla.

V-62 From INT Albuquerque, N. Mex., 329° and Santa Fe, N. Mex., 268° radials, 12 AGL via Santa Fe; 12 AGL Anton Chico, N. Mex.; 12 AGL Texico, N. Mex.; 12 AGL Plainview, Tex.; 12 AGL Lubbock, Tex., including a 12 AGL S alternate from Texico direct Lubbock; 12 AGL Abilene, Tex.; 12 AGL INT Abilene 096° and Britton, Tex., 264° radials; 12 AGL Britton.

V-63 From McAlester, Okla., 12 AGL via Fayetteville, Ark.; 12 AGL Springfield, Mo.; 12 AGL Hallsville, Mo.; 12 AGL Quincy, Ill.; 12 AGL Burlington, Iowa; 12 AGL Moline, Ill.; 12 AGL Cordova, Ill.; 12 AGL Rockford, Ill.; 12 AGL Janesville, Wis.; 12 AGL Milwaukee, Wis.

AMENDMENTS 2/2/67 31 F. R. 15797 (Changed); 6/22/67 32 F. R. 6435 (Changed)

V-64 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) 12 AGL INT Los Angeles 185° and Long Beach, Calif., 266° radials; 12 AGL Long Beach; 12 AGL Thermal, Calif.; 12 AGL Blythe, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-65 From INT Kansas City, Mo., 231° and St. Joseph, Mo., 178° radials; 12 AGL St. Joseph; 12 AGL Lamoni, Iowa.

V-66 From San Diego, Calif., 12 AGL Imperial, Calif.; 13 miles, 12 AGL, 24 miles, 25 MSL, 12 AGL Yuma, Ariz.; 12 miles, 12 AGL, 35 MSL INT Yuma 087° and Gila Bend, Ariz., 262° radials; 46 miles, 35 MSL, 12 AGL Gila Bend; 12 AGL Tucson, Ariz.; 12 AGL Douglas, Ariz.; 12 AGL INT Douglas 065° and Columbus, N. Mex., 277° radials; 12 AGL Columbus; 12 AGL El Paso, Tex., including a 12 AGL N alternate via INT Columbus 075° and El Paso 286° radials; 6 mi. wide, 12 AGL INT El Paso 112° and Hudspeth, Tex., 281° radials; 6 mi. wide, 12 AGL Hudspeth; 12 AGL Pecos, Tex.; 12 AGL Midland, Tex.; 12 AGL Hyman, Tex.; 12 AGL INT Hyman 085° and Abilene, Tex., 251° radials; 12 AGL Abilene; 12 AGL INT Abilene 066° and Bridgeport, Tex., 248° radials; 12 AGL Bridgeport; 12 AGL INT Bridgeport 087° and Sulphur Springs, Tex., 275° radials; 12 AGL Sulphur Springs. From Tuscaloosa, Ala., 12 AGL Brookwood, Ala.; 15 miles, 7 miles wide (4 miles N and 3 miles S of centerline) 12 AGL Atlanta, Ga.; 12 AGL Rex, Ga.; 12 AGL INT Rex 090° and Athens, Ga., 238° radials; 12 AGL Athens; 12 AGL Fort Mill, S. C.; 12 AGL Raleigh-Durham, N. C.; 12 AGL Franklin, Va.; 12 AGL INT Franklin 087° and Norfolk, Va., 226° radials; 12 AGL Norfolk.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 10/12/67 32 F. R. 11850 (Changed)

V-67 From Cedar Rapids, Iowa; 12 AGL Waterloo, Iowa; 12 AGL Mason City, Iowa; 12 AGL Rochester, Minn., including a 12 AGL W alternate via INT Mason City 023° and Rochester 243° radials.

V-68 From Albuquerque, N. Mex., 12 AGL via INT Albuquerque 120° and Corona, N. Mex., 311° radials; 12 AGL Corona, including a 12 AGL N alternate via INT Albuquerque 103° and Corona 328° radials and also a 12 AGL S alternate via INT Albuquerque 160° and Corona 269° radials; 41 mi. 85 MSL, 12 AGL Roswell, N. Mex., including an N alternate 85 MSL INT Corona 124° and Roswell 335° radials, 12 AGL Roswell; 12 AGL Hobbs, N. Mex., including a 12 AGL S alternate; 12 AGL INT Hobbs 120° and Midland, Tex., 312° radials; 12 AGL Midland, including a 12 AGL S alternate via INT Hobbs 136° and Midland 283° radials; 12 AGL San Angelo, Tex., including a 12 AGL S alternate via INT Midland 128° and San Angelo 278° radials; 12 AGL Junction, Tex., including a 12 AGL S alter- via INT San Angelo 181° and Junction 310° radials; 12 AGL San Antonio, Tex.; 12 AGL INT San Antonio 167° and Corpus Christi, Tex., 296° radials; 12 AGL Corpus Christi; 12 AGL INT Corpus Christi 181° and McAllen, Tex., 039° radials; 12 AGL McAllen, including a 12 AGL south alternate from INT Corpus Christi 181° and McAllen 039° radials to McAllen via Harlingen, Tex. The airspace on the main airway above 14,000 feet MSL from 49 miles northeast of McAllen to McAllen and the airspace within Mexico is excluded.

AMENDMENTS 10/12/67 32 F. R. 11154 (Changed)

V-69 From Shreveport, La., 12 AGL via INT Shreveport 087° and El Dorado, Ark., 218° radials; 12 AGL El Dorado, including a 12 AGL W alternate via INT Shreveport 087° and El Dorado 233° radials; 12 AGL Pine Bluff, Ark.; 12 AGL INT Pine Bluff 040° and Walnut Ridge, Ark., 187° radials; 12 AGL Walnut Ridge; 12 AGL Farmington, Mo.;
12 AGL INT Farmington 351° and Troy, Ill., 234° radials; 12 AGL Troy; 12 AGL Capital, Ill.; 12 AGL Pontiac, Ill.; 12 AGL Joliet, Ill.; 12 AGL Kedzie, Ill., RBN.

V-70 From Corpus Christi, Tex., 12 AGL via INT Corpus Christi 054° and Palacious, Tex., 226° radials; 12 AGL Palacious; 12 AGL Galveston, Tex.; 12 AGL Sabine Pass, Tex.; 12 AGL Lake Charles, La.; 12 AGL Lafayette, La.; 12 AGL Baton Rouge, La., including a 12 AGL N alternate via INT Lafayette 012° and Baton Rouge 264° radials; 12 AGL Picayune, Miss.; 95 MSL Greene County, Miss.;
12 AGL Monroeville, Ala.; 12 AGL INT Monroeville 073° and Eufaula, Ala., 258° radials; 12 AGL Eufaula; 12 AGL Vienna, Ga.; 12 AGL Allendale, S. C.

AMENDMENTS 12/7/67 32 F. R. 14590 (Changed)

V-71 From Baton Rouge, La., 12 AGL via Natchez, Miss.; 12 AGL Monroe, La.; 12 AGL El Dorado, Ark.; 12 AGL Hot Springs, Ark.; 12 AGL INT Hot Springs 358° and Harrison, Ark., 176° radials; 12 AGL Harrison; 12 AGL Springfield, Mo., including a 12 AGL W alternate from Hot Springs to Springfield via Fayetteville, Ark., excluding the airspace between the main and this W alternate; 12 AGL Butler, Mo.; 12 AGL Kansas City, Mo.; 12 AGL INT Kansas City 310° and Pawnee City, Nebr., 122° radials; 12 AGL Pawnee City; 12 AGL INT Pawnee City 334° and Lincoln, Nebr. 146° radials; 12 AGL Lincoln; 12 AGL Columbus, Nebr.

AMENDMENTS 8/17/67 32 F. R. 8710 (Changed)

V-72 From Fayetteville, Ark., 12 AGL Dogwood, Mo.; 12 AGL Maples, Mo.; 12 AGL Richwoods, Mo.; 12 AGL Troy, Ill. From Rosewood, Ohio, 12 AGL Mansfield, Ohio; 12 AGL INT Cleveland, Ohio, 138° and Tiverton, Ohio, 017° radials; 12 AGL Akron, Ohio; 12 AGL Youngstown, Ohio; 12 AGL Tidioute, Pa.; 12 AGL Bradford, Pa.; 12 AGL INT Bradford 078° and Elmira, N. Y., 252° radials; 12 AGL
Elmira; 12 AGL Binghamton, N. Y., 12 AGL Rockdale, N. Y.; 12 AGL Albany, N. Y.; 12 AGL Cambridge, N. Y.; 12 AGL INT Cambridge 063° and Keene, N. H., 341° radials.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed)

V-73 From Wichita, Kans., 12 AGL Hutchinson, Kans.; 12 AGL INT Hutchinson 025° and Salina, Kans., 184° radials; 12 AGL Salina.

V-74 From Garden City, Kans.; 12 AGL Dodge City, Kans.; 12 AGL Anthony, Kans.; 12 AGL Ponca City, Okla.; 12 AGL Tulsa, Okla., including a 12 AGL N alternate via INT Ponca City 094° and Tulsa 319° radials; 12 AGL Fort Smith, Ark., including a 12 AGL N alternate via INT Tulsa 087° and Fort Smith 318° radials and a 12 AGL S alternate from Ponca City to Fort Smith via Okmulgee, Okla.; 12 AGL Little Rock, Ark., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Fort Smith 133° and Little Rock 278° radials; 12 AGL Pine Bluff, Ark., including a 12 AGL N alternate via INT Little Rock 137° and Pine Bluff 006° radials.

V-75 From Morgantown, W. Va., 12 AGL INT Morgantown 319° and Wheeling, W. Va., 149° radials; 12 AGL Wheeling; 12 AGL Briggs, Ohio; 12 AGL Cleveland, Ohio.

V-76 From Lubbock, Tex., 12 AGL via INT Lubbock 188° and Big Spring, Tex., 286° radials; 12 AGL Big Spring, including a 12 AGL N alternate from Lubbock direct to Big Spring, excluding the airspace between the main and this N alternate; 12 AGL Hyman, Tex.; 12 AGL San Angelo, Tex.; 12 AGL Llano, Tex.; 12 AGL Austin, Tex., including a 12 AGL S alternate via INT Llano 129° and Austin 257° radials; 12 AGL Industry, Tex.; 12 AGL INT Industry 104° and Houston, Tex., 287° radials; 12 AGL Houston, including a 12 AGL S alternate from Industry to Houston via Eagle Lake, Tex.; 12 AGL Galveston, Tex. The airspace within R-6310 is excluded.

V-77 From San Angelo, Tex., 12 AGL via Abilene, Tex.; 12 AGL Wichita Falls, Tex., including a 12 AGL E alternate; 12 AGL INT Wichita Falls 028° and Oklahoma City, Okla., 202° radials; 12 AGL Oklahoma City, including a 12 AGL E alternate from Wichita Falls to Oklahoma City vai INT Wichita Falls 047° and Duncan, Okla., 248° radials, Duncan, INT Duncan 011° and Oklahoma City 180° radials; 12 AGL Ponca City, Okla., including a 12 AGL E alternate via INT Oklahoma City 037° and Ponca City 186° radials; 12 AGL INT Ponca City 327° and Wichita, Kans., 225° radials; 12 AGL Wichita; 12 AGL INT Wichita 037° and Topeka, Kans., 236° radials; 12 AGL Topeka; 12 AGL St. Joseph, Mo.; 12 AGL Lamoni, Iowa; to Des Moines, Iowa. The airspace within R-5601 is excluded.

V-78 From Huron, S. Dak., 12 AGL Watertown, S. Dak., including a 12 AGL S alternate; 12 AGL Darwin, Minn.; 12 AGL Minneapolis, Minn.; 12 AGL Eau Claire, Wis.

AMENDMENTS 2/2/67 31 F. R. 15796 (Rewritten)

V-79 From Hobbs, N. Mex., 12 AGL via INT Hobbs 073° and Lubbock, Tex., 188° radials; 12 AGL Lubbock.

V-80 From Akron, Colo., 12 AGL North Platte, Nebr.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-81 From Midland, Tex., 12 AGL via Lubbock, Tex.; 12 AGL Plainview, Tex.; 12 AGL Amarillo, Tex., including a 12 AGL E alternate; 12 AGL Dalhart, Tex.; 12 AGL Tobe, Colo.; 12 AGL Pueblo, Colo.; 12 AGL Colorado Springs, Colo.; 12 AGL Denver, Colo.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-82 From Baudette, Minn., 12 AGL Bemidji, Minn.; 20 miles, 12 AGL, 51 miles, 29 MSL, 12 AGL Brainerd, Minn.; 11 miles, 12 AGL, 52 miles, 25 MSL, 12 AGL Minneapolis, Minn.; 12 AGL Farmington, Minn.; 12 AGL Rochester, Minn.; 12 AGL Nodine, Minn.; 12 AGL Dells, Wis.; 12 AGL INT Dells 097° and Timmerman, Wis., 322° radials; 6 mi. wide 12 AGL Timmerman.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 6/22/67 32 F. R. 6435 (Changed)

V-83 From Carlsbad, N. Mex., 12 AGL via Roswell, N. Mex.; 40 mi. 12 AGL, 85 MSL Corona, N. Mex., including an E alternate 12 AGL INT Roswell 335° and Corona 124° radials, 85 MSL Corona; 12 AGL Otto, N. Mex., 12 AGL Santa Fe, N. Mex.; 12 AGL Taos, N. Mex.; 12 AGL Alamosa, Colo.; 12 AGL INT Alamosa 075° and Pueblo, Colo., 203° radials; 12 AGL Pueblo; 12 AGL Colorado Springs, Colo.; 12 AGL Kiowa, Colo.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-84 From Bradford, Ill.; 12 AGL INT Bradford 033° and Chicago-O'Hare, Ill., 269° radials; 12 AGL Chicago-O'Hare. From Northbrook, Ill., 12 AGL Pullman, Mich.; 12 AGL Lansing, Mich.; 12 AGL Flint, Mich.; 12 AGL Peck, Mich.; 12 AGL London, Ont., Canada; 12 AGL Buffalo, N. Y.; 12 AGL Geneseo, N. Y.; 12 AGL INT Geneseo 091° and Syracuse, N. Y., 242° radials; 12 AGL Syracuse. The airspace within Canada is excluded.

V-85 From Medicine Bow, Wyo., 12 AGL via Casper, Wyo., including a 12 AGL west alternate via INT Medicine Bow 336° and Casper 216° radials; 29 miles 12 AGL, 48 miles 77 MSL, 12 AGL to Riverton, Wyo.

V-86 From Butte, Mont., 12 AGL Whitehall, Mont.; 12 AGL Bozeman, Mont.; 12 AGL INT Bozeman 128° and Livingston, Mont., 261° radials; 12 AGL Livingston; 11 miles, 12 AGL, 25 miles, 85 MSL, 12 AGL Billings, Mont.; 32 miles, 12 AGL, 35 miles, 75 MSL, 12 AGL Sheridan, Wyo.; 20 miles, 12 AGL, 45 miles, 70 MSL, 63 miles, 80 MSL, 12 AGL Rapid City, S. Dak.

AMENDMENTS 3/2/67 31 F. R. 16200 (Rewritten)

V-87 From San Francisco, Calif., 12 AGL INT San Francisco 359° and Napa, Calif., 182° radials; 12 AGL Napa; 12 AGL INT Napa 004° and Maxwell, Calif., 188° radials; 12 AGL Maxwell; 12 AGL Red Bluff, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-88 From Tulsa, Okla., 12 AGL via INT Tulsa 044° and Springfield, Mo., 261° radials; 12 AGL Springfield; 12 AGL Vichy, Mo.; 12 AGL Richwoods, Mo.; 12 AGL to INT of Richwoods 086° and St. Louis, Mo., 170° radials.

V-89 From INT Denver, Colo., 207° and Kiowa, Colo., 246° radials; 12 AGL Denver; 12 AGL Cheyenne, Wyo., including a 12 AGL east alternate from Denver to Cheyenne via Gill, Colo., and INT Gill 003° and Cheyenne 131° radials; 12 AGL Chadron, including a 12 AGL E alternate from Cheyenne to Chadron via Scottsbluff, Nebr.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-90 From Litchfield, Mich., 12 AGL via INT Litchfield 081° and Windsor, Ont., Canada, 265° radials; 12 AGL Windsor; 12 AGL via INT Windsor 083° and Dunkirk, N. Y., 266° radials; 12 AGL Dunkirk, including a 12 AGL N alternate from INT Windsor 083° and Dunkirk 266° radials to Dunkirk via Aylmer, Ont. The airspace within Canada is excluded.

V-91 From Riverhead, N. Y., 12 AGL Pawling, N. Y.; 12 AGL INT Pawling 342° and Albany, N. Y., 181° radials; 12 AGL Albany; 12 AGL Glens Falls, N. Y.; 12 AGL INT Glens Falls 032° and Burlington, Vt., 187° radials; 12 AGL Burlington; 12 AGL Plattsburgh, N. Y.; 12 AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed)

V-92 From Joliet, Ill., 12 AGL Chicago Heights, Ill.; 12 AGL Goshen, Ind.; 12 AGL Waterville, Ohio; 12 AGL Attica, Ohio; 12 AGL Mansfield, Ohio; 12 AGL Briggs, Ohio; 12 AGL Wheeling, W. Va.; 12 AGL Grantsville, Md.; 12 AGL Front Royal, Va.

V-93 From Patuxent River, Md., 12 AGL INT Patuxent 013° and Baltimore, Md., 122° radials; 12 AGL Baltimore; 12 AGL Lancaster, Pa.; 12 AGL East Texas, Pa.; 12 AGL Allentown, Pa. From Pawling, N. Y., 12 AGL Chester, Mass.; 12 AGL INT Chester 040° and Keene, N. H., 231° radials; 12 AGL Keene; 12 AGL Concord, N. H.; 12 AGL INT Concord 041° and Augusta, Maine, 239° radials; 12 AGL Augusta; 12 AGL Bangor, Maine; 12 AGL Princeton, Maine; 12 AGL INT Princeton 057° radial and the United States/Canadian border.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed); 4/20/67 32 F. R. 6556 (Changed)

V-94 From Gila Bend, Ariz., 12 AGL Casa Grande, Ariz.; 55 miles, 12 AGL 74 miles, 95 MSL, 12 AGL San Simon, Ariz.; 12 AGL Deming, N. Mex.; 12 AGL Newman, Tex., including a 12 AGL S alternate via INT Deming 121° and Newman 271° radials; 12 AGL INT Newman 091° and Salt Flat, Tex., 312° radials; 12 AGL Salt Flat; 12 AGL Wink, Tex.; 12 AGL Midland, Tex.; 12 AGL Hyman, Tex.; 12 AGL Dyess, Tex.; 12 AGL INT Dyess 084° and Britton, Tex., 264° radials; 12 AGL Britton; 12 AGL Gregg County, Tex.; 12 AGL Barksdale AFB, La.; 12 AGL Monroe, La. The airspace within R-5103A is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)
PENDING AMENDMENT
V-94 is amended by deleting "12 AGL INT Newman 091° and Salt Flat, Tex., 312° radials; 12 AGL Salt Flat;" and substituting "12 AGL Salt Flat, Tex., including a 12 AGL north alternate via INT Newman 091° and Salt Flat 312° radials;" therefor. 2/1/68 32 F. R. 17517 (Changed)

V-95 From Gila Bend, Ariz., 12 AGL INT Gila Bend 096° and Phoenix, Ariz., 204° radials; 12 AGL Phoenix; 49 miles, 12 AGL, 40 miles, 95 MSL, 12 AGL Winslow, Ariz., including a W alternate from Phoenix, 12 AGL INT Phoenix 004° and Winslow 224° radials; 52 miles, 95 MSL, 12 AGL Winslow; 66 mi. 12 AGL, 39 mi. 125 MSL, 12 AGL Farmington, N. Mex. From Gunnison, Colo., 15 miles, 125 MSL, 12 miles, 145 MSL, 22 miles, 157 MSL, 23 miles, 135 MSL, 9 miles, 128 MSL, 12 AGL Kiowa, Colo.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7251 (Changed)

V-96 From Indianapolis, Ind., 12 AGL Kokomo, Ind.; 12 AGL Fort Wayne, Ind.; 12 AGL Waterville, Ohio.

V-97 From Miami, Fla., 12 AGL La Belle, Fla.; 12 AGL St. Petersburg, Fla.; 12 AGL Tallahassee, Fla., including a 12 AGL east alternate from INT LaBelle 313° and Lakeland, Fla., 175° radials to INT St. Petersburg 331° and Lakeland 307° radials via Lakeland and from INT of St. Petersburg 331° and Cross City, Fla., 201° radials to Tallahassee, via Cross City and also a 12 AGL west alternate from St. Petersburg to INT St. Petersburg 331° and Cross City 201° radials via INT St. Petersburg 316° and Cross City 201° radials; 12 AGL Albany, Ga.; 12 AGL Atlanta, Ga., including a 12 AGL east alternate via INT Albany 013° and Rex, Ga., 174° radials and the INT of Rex 174° and Atlanta 147° radials; 12 AGL INT Atlanta 007° and Knoxville, Tenn., 198° radials; 12 AGL Knoxville, including a 12 AGL E alternate from Atlanta to Knoxville via Norcross, Ga., and Harris, Ga.; 12 AGL London, Ky., including a 12 AGL E alternate via INT Knoxville 013° and London 141° radials; 12 AGL Lexington, Ky., including a 12 AGL W alternate; 12 AGL Cincinnati, Ohio, including a 12 AGL W alternate via INT Lexington 327° and Cincinnati 192° radials, and also a 12 AGL E alternate from London to Cincinnati via INT London 004° and Lexington 107° radials and Falmouth, Ky.; 12 AGL Shelbyville, Ind., 12 AGL INT Shelbyville 313° and Lafayette, Ind., 136° radials; 12 AGL Lafayette, including a 12 AGL W alternate from Shelbyville to Lafayette via Indianapolis, Ind., and INT Indianapolis 344° and Shelbyville 313° radials and INT Shelbyville 313° and Lafayette 136° radials; 12 AGL Chicago Heights, Ill. From INT Northbrook, Ill., 273° and Naperville, Ill., 340° radials; 12 AGL INT Naperville 340° and Janesville, Wis., 111° radials; 12 AGL Janesville; 12 AGL INT Janesville 294° and Lone Rock, Wis., 147° radials; 12 AGL Lone Rock; 12 AGL Nodine, Minn.; 12 AGL INT Nodine 313° and the Minneapolis-St. Paul, Minn., International Airport ILS localizer 121° course. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 10/12/67 32 F. R. 12113 (Changed)

V-98 From INT Litchfield, Mich., 126° and Carleton, Mich., 249° radials; 12 AGL Carleton; 12 AGL Windsor, Ont., Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; 12 AGL Massena, N. Y.; 12 AGL St. Jean, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENTS 5/10/67 32 F. R. 7392 (Changed)

V-100 From Medicine Bow, Wyo., 59 miles 12 AGL, 49 miles 85 MSL, 12 AGL Chadron, Nebr.; 41 miles, 12 AGL, 119 miles, 95 MSL, 12 AGL O'Neill, Nebr.; 12 AGL Sioux City, Iowa; 12 AGL Fort Dodge, Iowa; 12 AGL Waterloo, Iowa; 12 AGL Dubuque, Iowa; 12 AGL Rockford, Ill.; 12 AGL Northbrook, Ill.; 12 AGL INT Northbrook 093° and Keeler, Mich., 271° radials; 12 AGL Keeler; 12 AGL Litchfield, Mich.; 12 AGL Carleton, Mich.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 7/20/67 32 F. R. 7251 (Changed)

V-101 From Ogden, Utah, 61 miles, 12 AGL, 26 miles, 109 MSL, 12 AGL Burley, Idaho.

AMENDMENTS 7/20/67 32 F. R. 7252 (Rewritten)

V-102 From Salt Flat, Tex., 12 AGL via Carlsbad, N. Mex.; 12 AGL Hobbs, N. Mex.; 12 AGL Lubbock, Tex.; 12 AGL Guthrie, Tex.; 12 AGL Wichita Falls, Tex., including a 12 AGL S alternate via INT Guthrie 103° and Wichita Falls 247° radials.

V-103 From Greensboro, N. C., 12 AGL Roanoke, Va.; 12 AGL Elkins, W. Va.; 12 AGL Clarksburg, W. Va.; 12 AGL INT Clarksburg 354° and Imperial, Pa., 193° radials; 12 AGL Imperial; 12 AGL Akron, Ohio; 12 AGL INT Akron 312° and Windsor, Ontario, Canada 134° radials; 12 AGL INT Windsor 134° and Salem, Mich., 117° radials; 12 AGL Salem. The airspace within Canada is excluded.

V-104 From Ottawa, Ontario, Canada, INT Ottawa 095° and Massena, N. Y., 330° radials; 12 AGL Massena; 12 AGL Plattsburgh, N. Y. The airspace within Canada is excluded.

V-105 From Tucson, Ariz., 12 AGL INT Tucson 273° and Casa Grande, Ariz., 158° radials; 12 AGL Casa Grande; 12 AGL Phoenix, Ariz.; 12 AGL Prescott, Ariz.; 25 miles, 12 AGL 22 miles, 85 MSL, 12 AGL Boulder, Nev.; 12 AGL Las Vegas, Nev., including an E alternate from Prescott, 25 miles, 12 AGL, 85 MSL INT Prescott 319° and Peach Springs, Ariz., 134° radials, 8 miles, 85 MSL, 12 AGL Peach Springs, 12 AGL INT Peach Springs 305° and Las Vegas 081° radials, 12 AGL to Las Vegas; 12 AGL INT Las Vegas 266° and Beatty, Nev., 142° radials; 17 miles, 12 AGL, 105 MSL Beatty; 105 MSL Coaldale, Nev.; 82 miles 110 MSL, 12 AGL to Reno, Nev., including an east alternate from Coaldale, 110 MSL via Mina, Nev., 110 MSL INT Mina 300° and Reno 135° radials, 12 AGL Reno.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-106 From Johnstown, Pa.; 12 AGL INT Johnstown 068° and Selinsgrove, Pa., 259° radials; 12 AGL Selinsgrove; 12 AGL INT Selinsgrove 067° and Thornhurst, Pa., 237° radials; 12 AGL Thornhurst; 12 AGL Lake Henry, Pa.; 12 AGL Pawling, N. Y.; 12 AGL Westfield, Mass.; 12 AGL Gardner, Mass.; 12 AGL Manchester, N. H.; 12 AGL Kennebunk, Maine.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed); 6/22/67 32 F. R. 6390 (Changed)
AMENDMENTS 12/7/67 32 F. R. 13117 (Changed)

V-107 From Los Angeles, Calif., 12 AGL INT Los Angeles 061° and Santa Monica, Calif., 093° radials; 12 AGL Santa Monica; 12 AGL INT Santa Monica 276° and Fillmore, Calif., 163° radials; 12 AGL Fillmore, including a 12 AGL W alternate from Los Angeles to Fillmore via INT Los Angeles 291° and Fillmore 163° radials, and Ventura, Calif.; 12 AGL Avenal, Calif.; 12 AGL Los Banos, Calif.; 12 AGL Oakland, Calif.; 12 AGL Point Reyes, Calif.; 12 AGL INT Point Reyes 306° and Ukiah, Calif., 172° radials. The airspace within R-2519 more than 3 statute miles W of Ventura 155° and 331° radials, the airspace within R-2519 below 5,000 feet MSL, and the airspace within R-2520 is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 3/2/67 32 F. R. 47 (Changed)

V-108 From San Francisco, Calif., 12 AGL INT San Francisco 304° and Sausalito, Calif., 232° radials; 12 AGL Sausalito; 12 AGL INT Sausalito 052° and Linden, Calif., 269° radials; 12 AGL Linden. From Colorado Springs, Colo.; 12 AGL Hugo, Colo., including a 12 AGL south alternate via INT Colorado Springs 153° and Hugo 250° radials; 74 miles, 65 MSL, 12 AGL Goodland, Kans.; 12 AGL Hill City, Kans.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7251 (Changed)

V-109 From Los Banos, Calif., 12 AGL Stockton, Calif.; 12 AGL INT Stockton 268° and Oakland, Calif., 077° radials; 12 AGL Oakland.

AMENDMENTS 3/2/67 32 F. R 47 (Rewritten)

V-110 From Deming, N. Mex., 12 AGL Truth or Consequences, N. Mex.

V-111 From Big Sur, Calif., 12 AGL Salinas, Calif.; 12 AGL INT Salinas 026° and Los Banos, Calif., 312° radials.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-112 From Astoria, Oreg., 44 miles, 12 AGL; 15 miles, 6-mile wide, 12 AGL Portland, Oreg.; 12 AGL The Dalles, Oreg.; 12 AGL INT of The Dalles 101° and Pendleton, Oreg., 254° radials; 12 AGL Pendleton; 53 miles, 12 AGL, 28 miles, 45 MSL, 12 AGL Spokane, Wash., including a W alternate from Pendleton 12 AGL via Pasco, Wash., 35 miles 12 AGL, 35 MSL INT Pasco 035° and Spokane 221° radials; 6 miles 35 MSL, 12 AGL to Spokane, and an east alternate from Pendleton 12 AGL via INT Pendleton 090° and Walla Walla, Wash., 215° radials, 12 AGL Walla Walla, 22 miles, 12 AGL, 48 miles, 45 MSL, 12 AGL to Spokane, excluding the airspace between the main and west and east alternates.

AMENDMENTS 6/22/67 32 F. R. 6434 (Changed); 7/20/67 32 F. R. 7588 (Changed)
AMENDMENTS 5/25/67 32 F. R. 3438 (Changed); Eff: date changed 8/17/67 32 F. R. 5988;

V-113 From San Luis Obispo, Calif., 12 AGL Paso Robles, Calif.; 12 AGL Priest, Calif.; 12 AGL Los Banos, Calif.; 12 AGL Stockton, Calif.; 12 AGL Linden, Calif.; 12 AGL INT Linden 046° and Reno, Nev.; 208 radials; 12 AGL Reno; 42 miles, 12 AGL, 24 miles, 115 MSL, 95 MSL Sod House, Nev.; 67 miles, 95 MSL, 85 MSL Rome, Oreg.; 61 miles, 85 MSL, 12 AGL to Boise, Idaho.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten); 3/2/67 32 F. R. 47 (Changed)
AMENDMENTS 6/22/67 32 F. R. 6434 (Changed)

V-114 From Amarillo, Tex., 12 AGL via Childress, Tex., including a 12 AGL S alternate; 12 AGL Wichita Falls, Tex., including a 12 AGL S alternate via INT Childress 120° and Wichita Falls 262° radials; 12 AGL INT Wichita Falls 122° and Dallas, Tex., 299° radials; 12 AGL Dallas; 12 AGL INT Dallas 113° and Gregg County, Tex., 290° radials; 12 AGL Gregg County, including a 12 AGL N alternate from Dallas to Gregg County via Quitman, Tex., and also a 12 AGL S alternate via INT Dallas 130° and Gregg County 273° radials; 12 AGL INT Gregg County 123° and Alexandria, La., 300° radials; 12 AGL Alexandria, including a 12 AGL N alternate from Gregg County to Alexandria via Shreveport, La., and INT Shreveport 176° and Alexandria 300° radials; 12 AGL Baton Rouge, La.; 12 AGL New Orleans, La., including a 12 AGL N alternate from Alexandria to New Orleans via INT Alexandria 109° and New Orleans 312° radials.

V-115 From Crestview, Fla., 12 AGL Montgomery, Ala.; 12 AGL INT Montgomery 308° and Birmingham, Ala., 180° radials; 7 miles wide (4 miles E and 3 miles W and within 4.5° of centerline) 12 AGL Birmingham; 12 AGL Chattanooga, Tenn., including a 12 AGL E alternate via INT Birmingham 097° and Gadsden, Ala., 233° radials, Gadsden and INT Gadsden 042° and Chattanooga 214° radials; 12 AGL INT Chattanooga 037° and Knoxville, Tenn., 247° radials; 12 AGL Knoxville; 12 AGL Whitesburg, Ky.; 12 AGL Charleston, W. Va.; 12 AGL Parkersburg, W. Va.; 12 AGL INT Parkersburg 067° and Allegheny, Pa., 215° radials; 12 AGL Allegheny. From Ellwood City, Pa.; 12 AGL Tidioute, Pa.; 12 AGL Jamestown, N. Y.; 12 AGL Buffalo, N. Y.

V-116 From Kansas City, Mo., 12 AGL Macon, Mo.; 12 AGL Quincy, Ill.; 12 AGL Peoria, Ill.; 12 AGL Joliet, Ill.; 12 AGL Naperville, Ill.; 12 AGL Keeler, Mich., including a 12 AGL south alternate via INT Naperville 089° and Keeler 234° radials; 12 AGL Jackson, Mich.; 12 AGL INT Jackson 084° and Salem, Mich., 254° radials; 12 AGL Salem; 12 AGL Windsor, Ontario, Canada; 12 AGL INT Windsor 100° and Erie, Pa., 275° radials; 12 AGL Erie; 12 AGL Bradford, Pa.; 12 AGL Stonyfork, Pa.; 12 AGL Lake Henry, Pa.; 12 AGL Sparta, N. J.; 12 AGL INT Sparta 108° and La Guardia, N. Y., 338° radials; 12 AGL La Guardia. The airspace within Canada is excluded.

AMENDMENTS 8/17/67 32 F. R. 9157 (Changed); 12/7/67 32 F. R. 13117 (Changed)

V-118 From Medicine Bow, Wyo., 23 miles 85 MSL, 12 AGL Laramie, Wyo.; 12 AGL Cheyenne, Wyo.

V-119 From Newcombe, Ky., 12 AGL Henderson, W. Va.; 12 AGL Parkersburg, W. Va.; 12 AGL Bellaire, Ohio; 12 AGL Wheeling, W. Va.; 12 AGL Imperial, Pa.; 12 AGL Clarion, Pa.; 12 AGL Bradford, Pa.; 12 AGL Wellsville, N. Y.; 12 AGL Geneseo, N. Y.; 12 AGL Rochester, N. Y.

V-120 From Mullan Pass, Idaho, 5 miles, 12 AGL, 55 miles, 95 MSL, 43 miles, 125 MSL, 12 AGL Great Falls, Mont., 12 AGL Lewistown, Mont., including a 12 AGL N alternate INT Great Falls 074° and Lewistown 308° radials; 41 miles, 12 AGL, 72 miles, 85 MSL, 12 AGL Miles City, Mont., 48 miles, 12 AGL, 109 miles, 90 MSL, 38 MSL Dupree, S. Dak.; 60 miles, 38 MSL, 12 AGL Pierre, S. Dak.; 12 AGL Mitchell, S. Dak.; 12 AGL Sioux Falls, S. Dak.; 12 AGL Mason City, Iowa.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 3/2/67 31 F. R. 16200 (Changed)
AMENDMENTS 10/12/67 32 F. R. 10192 (Changed); Eff. date changed 9/14/67 32 F. R. 11429;

V-121 From Medford, Oreg., 12 AGL INT Medford 352° and Roseburg, Oreg., 127° radials; 12 AGL Roseburg; 12 AGL North Bend, Oreg.; 12 AGL Eugene, Oreg.

AMENDMENTS 7/20/67 32 F. R. 7588 (Rewritten)

V-122 From Crescent City, Calif., 12 AGL Medford, Oreg.; 22 miles, 12 AGL, 75 MSL INT Medford 117° and Klamath Falls, Oreg., 282° True radials; 6 miles, 75 MSL, 12 AGL Klamath Falls; 21 miles, 12 AGL,90 MSL Lakeview, Oreg.

AMENDMENTS 3/2/67 32 F. R. 50 (Rewritten); 7/20/67 32 F. R. 7588 (Rewritten)

V-123 From Washington, D. C., 12 AGL INT Baltimore, Md., 223° and Kenton, Del., 262° radials; 12 AGL INT Kenton 262° and Woodstown, N. J., 230° radials; 12 AGL Woodstown; 12 AGL INT Woodstown 043° and Robbinsville, N. J., 239° radials; 12 AGL Robbinsville; 12 AGL INT Robbinsville 052° and La Guardia, N. Y., 208° radials; 12 AGL La Guardia; 12 AGL INT La Guardia 034° and Carmel, N. Y., 188° radials; 12 AGL Carmel; 12 AGL INT Carmel 031° and Pawling, N. Y., 099° radials; 12 AGL Westfield, Mass.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed)

V-125 From Anthony, Kans., 12 AGL Hutchinson, Kans.

V-126 From Chicago Heights, Ill., 12 AGL Goshen, Ind.; 12 AGL Waterville, Ohio; 12 AGL Cleveland, Ohio; 12 AGL Jefferson, Ohio; 12 AGL Erie, Pa.; 12 AGL Bradford, Pa.; 12 AGL Stonyfork, Pa.; 12 AGL Lake Henry, Pa.; 12 AGL Huguenot, N. Y.; 12 AGL INT Huguenot 102° and Carmel, N. Y., 274° radials; 12 AGL Carmel; 12 AGL INT Carmel 093° and Norwich, Conn., 227° radials.

AMENDMENTS 12/7/67 32 F. R. 13117 (Changed)

V-127 From Bradford, Ill., 12 AGL Polo, Ill.; 12 AGL Rockford, Ill.

V-128 From Chicago-O'Hare, Ill., 12 AGL INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; 12 AGL Peotone; 12 AGL INT Peotone 153° and Westpoint, Ind., 326° radials; 12 AGL Westpoint; 12 AGL Indianapolis, Ind.; 12 AGL INT Indianapolis 137° and Cincinnati,
Ohio, 290° radials; 12 AGL Cincinnati; 12 AGL York, Ky., including a 12 AGL N alternate and also a 12 AGL S alternate via INT Cincinnati 120° and York 271° radials; 12 AGL Charleston, W. Va.; 12 AGL Casanova, Va.

AMENDMENTS 7/20/67 32 F. R. 7590 (Changed)

V-129 From Capital, Ill., 12 AGL Peoria, Ill.; 12 AGL Cordova, Ill.; 12 AGL Dubuque, Iowa; 12 AGL Waukon, Iowa; 12 AGL Nodine, Minn.; 12 AGL Eau Claire,
Wis. From Duluth, Minn., 12 AGL Hibbing, Minn., including a 12 AGL E alternate; 24 miles, 12 AGL, 47 miles, 30 MSL, 12 AGL International Falls, Minn., including a W alternate from Hibbing, 24 miles, 12 AGL, 30 MSL INT Hibbing 325° and International Falls 182° radials, 25 miles, 30 MSL, 12 AGL to International Falls; 12 AGL INT International Falls 336° radial and the United States/Canadian border.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 2/2/67 31 F. R. 15797 (Changed)
AMENDMENTS 6/22/67 32 F. R. 6435 (Changed); 10/12/67 32 F. R. 12388 (Changed)

PENDING AMENDMENT

V-129 is amended by deleting "From Duluth, Minn.," and substituting "; 15 miles, 12 AGL, 73 miles, 35 MSL, 12 AGL Duluth, Minn.;" therefor. 2/1/68 32 F. R. 17516 (Changed)

V-130 From Albany, N. Y., 12 AGL Hartford, Conn.; 12 AGL Norwich, Conn.; 12 AGL INT Norwich 090° radial and Providence, R. I., ILS localizer S course.

V-131 From McAlester, Okla., 12 AGL via Okmulgee, Okla.; 12 AGL Tulsa, Okla.; 12 AGL Chanute, Kans.; 12 AGL Topeka, Kans.

V-132 From Cheyenne, Wyo., 12 AGL Akron, Colo.; 17 miles, 12 AGL, 49 miles, 59 MSL, 12 AGL Goodland, Kans.; 50 miles 12 AGL, 97 miles 92 MSL, 12 AGL
Hutchinson, Kans.; 12 AGL INT Hutchinson 078° and Chanute, Kans., 294° radials; 12 AGL Chanute; 12 AGL INT Chanute 100° and Springfield, Mo., 276° radials; 12 AGL Springfield.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-133 From Fort Mill, S. C., 12 AGL Hickory, N. C.; 12 AGL Charleston, W. Va.; 12 AGL Zanesville, Ohio; 12 AGL Tiverton, Ohio; 12 AGL Mansfield, Ohio; 12 AGL Sandusky, Ohio; 12 AGL INT Sandusky 342° and Salem, Mich., 138° radials; 12 AGL Salem; 12
AGL Flint, Mich.; 12 AGL Saginaw, Mich.; 12 AGL Traverse City, Mich., 12 AGL Escanaba, Mich.; 12 AGL Marquette, Mich.; 12 AGL Houghton, Mich.; 10 miles, 12 AGL, 26 MSL Lakehead, Ontario, Canada. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 6/22/67 32 F. R. 6435 (Changed); 7/26/67 32 F. R. 10929 (Changed)

V-135 From Yuma, Ariz., 12 AGL Blythe, Calif.; 12 AGL Parker, Calif.; 5 miles, 12 AGL, 24 miles, 55 MSL, 12 AGL Needles, Calif.; 12 AGL Goffs, Calif.; 84 miles, 12 AGL, 105 MSL Beatty, Nev.; 105 MSL INT Beatty 326° and Tonopah, Nev., 198° radials;
12 AGL to Tonopah. The airspace within R-4807 is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 6/22/67 32 F. R. 6434 (Changed)

V-136 From Pulaski, Va., 12 AGL INT Pulaski 094° and South Boston, Va., 295° radials; 12 AGL South Boston; 12 AGL Raleigh-Durham, N. C.

V-137 From Imperial, Calif., 12 AGL INT Imperial 350° and Thermal, Calif., 122° radials; 12 AGL Thermal; 12 AGL Palm Springs, Calif.; 12 AGL Palmdale, Calif.; 12 AGL Gorman, Calif.; 12 AGL Fellows, Calif.; 12 AGL San Luis Obispo, Calif. The airspace within R-2521 is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten); 6/22/67 32 F. R. 6434 (Changed)

V-138 From Riverton, Wyo., 35 mi. 12 AGL, 80 mi. 107 MSL, 16 mi. 85 MSL, via Medicine Bow; 12 AGL Cheyenne, Wyo., including a 12 AGL N alternate via INT Medicine Bow 106° and Cheyenne 330° radials; 12 AGL Sidney, Nebr. From Grand Island, Nebr., 1200 feet AGL INT of Grand Island 099° and Lincoln, Nebr., 267° true radials; 1,200 feet AGL Lincoln; 1,200 feet AGL INT of Lincoln 040° and Neola, Iowa, 253° true radials; Neola to Fort Dodge, Iowa.

AMENDMENT 2/2/67 31 F.R. 15531 (Changed); 3/30/67 32 F. R. 0441 [illegible]
AMENDMENTS 6/22/67 32 F. R. 6434 (Changed)

V-139 From Wilmington, N. C., 12 AGL INT Wilmington 036° and New Bern, N. C., 231° radials; 12 AGL New Bern; 12 AGL Cofield, N. C.; 12 AGL INT Cofield 084° and Norfolk, Va., 209° radials; 12 AGL Norfolk; 12 AGL Cape Charles, Va.; 12 AGL Snow Hill, Md.; 12 AGL Sea Isle, N. J.; 12 AGL INT Sea Isle 050° and Hampton, N. Y., 223° radials; 12 AGL Hampton; 12 AGL INT Hampton 059° and Providence, R. I., 212° radials; 12 AGL Providence; 6 miles wide, 12 AGL Whitman, Mass., including a 12 AGL E alternate; 12 AGL INT Whitman 041° and Manchester, N. H., 130° radials; 12 AGL INT Manchester 130° and Boston, Mass., 015° radials; 12 AGL INT Manchester 117° and Boston 015° radials. The airspace below 2,000 feet MSL outside the United States, the airspace below 3,000 feet MSL between the Kennedy, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed); 6/22/67 32 F. R. 6390 (Changed)

V-140 From Amarillo, Tex., 12 AGL via Sayre, Okla., including a 12 AGL N alternate via INT Amarillo 072° and Sayre 288° radials; 12 AGL Kingfisher, Okla.; 12 AGL INT Kingfisher 072° and Tulsa, Okla., 261° radials; 12 AGL Tulsa; 12 AGL Fayetteville, Ark., including a 12 AGL N alternate via INT Tulsa 059° and Fayetteville 284° radials; 12 AGL Harrison, Ark., 12 AGL Walnut Ridge, Ark.; 12 AGL Dyersburg, Tenn.; 12 AGL Nashville, Tenn., 12 AGL Livingston, Tenn., including a 12 AGL S alternate; 12 AGL London, Ky., including a 12 AGL N alternate from Nashville to London via INT Nashville 044° and London 258° radials; 12 AGL Whitesburg, Ky.; 12 AGL Bluefield, W. Va.; 12 AGL INT of Bluefield 071° and Montebello, Va., 250° radials; 12 AGL Montebello; 12 AGL Casanova, Va.; 12 AGL Herndon, Va.; 12 AGL INT Herndon 061° and West Chester, Pa., 234° radials; 12 AGL West Chester.

AMENDMENTS 4/27/67 32 F. R. 3738 (Changed); Corr: 32 F. R. 7014; 5/25/67 32 F. R. 3438 (Changed)
AMENDMENTS 11/9/67 32 F. R. 13219 (Changed)

V-141 From Nantucket, Mass., 12 AGL Hyannis, Mass.; 12 AGL INT Hyannis 332° and Boston, Mass., 133° radials; 12 AGL Boston; 12 AGL INT Boston 015° and Manchester, N. H., 117° radials; 12 AGL Manchester; 12 AGL Concord, N. H.; 12 AGL Lebanon, N. H., including a 12 AGL E alternate via INT Concord 011° and Kennebunk, Maine, 281° radials; 12 AGL Burlington, Vt.; 12 AGL Massena, N. Y.

V-142 From Buffalo, N. Y., 12 AGL INT Buffalo 034° and Rochester, N. Y., 289° radials; 12 AGL Rochester.

V-143 From Fort Mill, S. C., 12 AGL Greensboro, N. C.; 12 AGL Lynchburg, Va.; 12 AGL Montebello, Va.; 12 AGL Front Royal, Va.; 12 AGL Martinsburg, W. Va.; 12 AGL Lancaster, Pa.; 12 AGL Pottstown, Pa.; 12 AGL Yardley, Pa.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed)

V-144 From Chicago-O'Hare, Ill., 12 AGL INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; 12 AGL Peotone; 6 mi. wide, 12 AGL Monterey, Ind.; 12 AGL Fort Wayne, Ind.; 12 AGL Findlay, Ohio; 12 AGL INT Findlay 131° and Appleton, Ohio, 312° radials; 12 AGL Appleton; 12 AGL Zanesville, Ohio; 12 AGL Mongantown, W. Va.; 12 AGL Kessel, W. Va.; 12 AGL Linden, Va.; 12 AGL INT Linden 104° and Herndon, Va., 185° radials.

V-145 From Utica, N.Y., 12 AGL INT Utica 303° and Watertown, N.Y., 171° radials; 12 AGL Watertown; 12 AGL INT Watertown 358° radial and the United States/Canadian border.

V-146 From Pawling, N. Y., 12 AGL Putman, Conn.; 12 AGL Providence, R. I.; 12 AGL Martha's Vineyard, Mass.; 12 AGL Nantucket, Mass.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed)

V-147 From the Philadelphia, Pa., International Airport ILS localizer, 12 AGL Pottstown, Pa.; 12 AGL Allentown, Pa.; 12 AGL Thornhurst, Pa.; 12 AGL Elmira, N. Y.; 12 AGL Geneseo, N. Y.; 12 AGL Rochester, N. Y.

V-148 From Denver, Colo., 12 AGL INT Denver 174° and Kiowa, Colo., 268° radials; 12 AGL Kiowa; 12 AGL Thurman, Colo.; 65 MSL INT Thurman 067° and Hayes Center, Nebr., 246° radials; 12 AGL Hayes Center, Nebr.; 12 AGL North Platte, Nebr.;
21 miles, 12 AGL, 84 miles 49 MSL, 12 AGL O'Neill, Nebr.; 10 miles, 12 AGL, 62 miles, 35 MSL, 12 AGL Sioux Falls, S. Dak.; 29 miles, 12 AGL, 46 miles, 31 MSL, 12 AGL Redwood Falls, Minn., including a south alternate from Sioux Falls 29 miles, 12 AGL, 49 miles, 31 MSL, 12 AGL Redwood Falls; 12 AGL Minneapolis, Minn.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 7/20/67 32 F. R. 7251 (Changed); 7/20/67 32 F. R. 7625 (Changed)
AMENDMENTS 12/7/67 32 F. R. 14590 (Changed)

V-149 From INT Allentown, Pa., 151° and Yardley, Pa., 284° radials; 12 AGL Allentown; 12 AGL Thornhurst, Pa.; 12 AGL Binghamton, N. Y.; 12 AGL Georgetown, N. Y.; 12 AGL INT Georgetown 036° and Utica, N. Y., 280° radials; 12 AGL Utica.

V-150 From San Francisco, Calif., 12 AGL INT San Francisco 304° and Sausalito, Calif., 232° radials; 12 AGL Sausalito; 12 AGL Sacramento, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-151 From Providence, R. I., 12 AGL Gardner, Mass.; 12 AGL Keene, N. H.; 12 AGL Lebanon, N. H., including a 12 AGL W alternate via INT Keene 341° and Lebanon 211° radials; 12 AGL Montpelier, Vt.; 12 AGL Burlington, Vt.

V-152 From St. Petersburg, Fla., 12 AGL Orlando, Fla., including a 12 AGL N alternate via INT St. Petersburg 040° and Orlando 258° radials, and also a 12 AGL S alternate via Lakeland, Fla.; 12 AGL Daytona Beach, Fla., including a 12 AGL S alternate via INT Orlando 049° and Daytona Beach 161° radials.

V-153 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Stillwater; 12 AGL Lake Henry, Pa.; 12 AGL Georgetown, N. Y.; 12 AGL Syracuse, N. Y.

AMENDMENTS 12/7/67 32 F. R. 13117 (Changed)

V-154 From Macon, Ga.; 12 AGL Dublin, Ga.; 12 AGL Savannah, Ga.

AMENDMENTS 4/12/67 32 F. R. 6261 (Changed); 11/9/67 32 F. R. 12995 (Changed)

V-155 From Augusta, Ga., 12 AGL Chesterfield, S. C.; 12 AGL Pinehurst, N. C.; 12 AGL Raleigh-Durham, N. C.; 12 AGL Lawrenceville, Va.;
12 AGL INT Lawrenceville 034° and Flat Rock, Va.; 171° radials; 12 AGL Flat Rock; 12 AGL Gordonsville, Va.; 12 AGL Linden, Va.; 12 AGL Front Royal, Va. The airspace within R-6602 is excluded.

V-157 From Key West, Fla., 12 AGL Miami, Fla.; 12 AGL La Belle, Fla., including a 12 AGL W alternate from INT Miami 222° and Fort Myers, Fla., 137° radials to La Belle via INT Fort Myers 137° and La Belle 162° radials; 12 AGL Lakeland, Fla.; 12 AGL Ocala, Fla.; 12 AGL Gainesville, Fla.; 12 AGL Taylor, Fla.; 12 AGL Waycross, Ga.; 12 AGL Alma,
Ga.; 12 AGL Allendale, S. C.; 12 AGL Vance, S. C.; 12 AGL Florence, S. C. From Kinston, N. C., 12 AGL Rocky Mount, N. C.; 12 AGL Lawrenceville, Va.;
12 AGL Richmond, Va.; 12 AGL INT Brooke, Va., 132° and Washington, D. C., 189° radials; 6-mile wide, 12 AGL Washington; 12 AGL Baltimore, Md.; 12 AGL INT Baltimore 038° and New Castle, Del., 261° radials; 12 AGL New Castle; 12 AGL Robbinsville, N. J.; 12 AGL Colts Neck, N. J. The airspace within R-4001, R-6602, R-6612 is excluded.

V-158 From Waterloo, Iowa, 12 AGL Dubuque, Iowa; 12 AGL Polo, Ill. The airspace within R-3302 is excluded.

V-159 From Miami, Fla., 12 AGL INT Miami 346° and Palm Beach, Fla., 219° radials; 12 AGL Palm Beach, including a 12 AGL E alternate from Miami direct to Palm Beach; 12 AGL INT Palm Beach 314° and Vero Beach, Fla., 178° radials; 12 AGL Vero Beach; 12 AGL Orlando, Fla., including a 12 AGL E alternate via INT Vero Beach 341° and Orlando 123° radials; 12 AGL Ocala, Fla., including a 12 AGL W alternate via INT Orlando 283° and Ocala 156° radials; 12 AGL Gainesville, Fla.; 12 AGL Greenville, Fla., including a 12 AGL W alternate from Ocala to Greenville via Cross City, Fla.; 12 AGL Albany, Ga.; 12 AGL Eufaula, Ala.; 12 AGL Tuskegee, Ala.; 12 AGL Birmingham, Ala.; 12 AGL INT Birmingham 298° and Hamilton, Ala., 122° radials; 12 AGL Hamilton; 12 AGL Holly Springs, Miss., including a 12 AGL north alternate from Birmingham to Holly Springs via INT Birmingham 313° and Holly Springs 099° radials; 12 AGL Memphis, Tenn.,
including a 12 AGL south alternate from Hamilton to Memphis via INT Hamilton 273° and Memphis 136° radials; 12 AGL Walnut Ridge, Ark.; 12 AGL Dogwood, Mo.; 12 AGL Springfield, Mo.; 12 AGL Blue Springs, Mo.; 12 AGL Kansas City, Mo.; 12 AGL St. Joseph, Mo.; 12 AGL INT St. Joseph 343° and Neola, Iowa, 157° radials; 12 AGL INT Neola 157° and Omaha, Nebr., 124° radials; 12 AGL Omaha; 12 AGL Sioux City, Iowa, including a 12 AGL west alternate via INT Omaha 320° and Sioux City 174° radials.
AMENDMENTS 6/22/67 32 F. R. 6434 (Changed); Corr: 32 F. R. 7625

V-160 From Denver, Colo., 12 AGL Sidney, Nebr.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-161 From Greater Southwest, Tex., 12 AGL via INT Greater Southwest 318° and Ardmore, Okla., 192° radials; 12 AGL Ardmore; 12 AGL Okmulgee, Okla.; 12 AGL Tulsa, Okla.; 12 AGL Oswego, Kans.; 12 AGL Butler, Mo.; 12 AGL Blue Springs, Mo.; 12 AGL INT Blue Springs 016° and Lamoni, Iowa, 174° radials; 12 AGL Lamoni; 12 AGL Des Moines, Iowa; 12 AGL Newton, Iowa; 12 AGL Waterloo, Iowa, including a 12 AGL W alternate from Des Moines to Waterloo via INT Des Moines 023° and Waterloo 241° radials; 12 AGL Rochester, Minn.; 12 AGL INT Rochester 365° and Minneapolis, Minn., 116° radials; 12 AGL Minneapolis; 14 miles, 12 AGL, 52 miles, 25 MSL, 12 AGL Brainerd, Minn.; 12 AGL Grand Rapids, Minn.; 15 miles, 12 AGL, 59 miles 30 MSL, 12 AGL International Falls.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 6/22/67 32 F. R. 6435 (Changed)
AMENDMENTS 10/12/67 32 F. R. 12388 (Changed)

V-162 From INT Clarksburg, W. Va., 135° and Elkins, W. Va., 092° radials; 12 AGL Clarksburg. From Harrisburg, Pa., 12 AGL East Texas, Pa., including a 12 AGL S alternate via INT Harrisburg 087° and East Texas 225° radials; 12 AGL Allentown, Pa. The airspace within R-5802 is excluded.

V-163 From Brownsville, Tex., 12 AGL INT Brownsville 356° and Corpus Christi 181° radials; 12 AGL Corpus Christi, including a 12 AGL west alternate from Brownsville to INT Brownsville 356° and Corpus Christi 181° radials via Harlingen, Tex.; 12 AGL INT Corpus Christi 313° and San Antonio, Tex., 183° radials; 12 AGL San Antonio; 12 AGL INT San Antonio 002° and Lometa, Tex., 173° radials; 12 AGL Lometa, including a 12 AGL W alternate from San Antonio to Lometa via INT San Antonio 334° and Llano, Tex., 180° radials and Llano; 12 AGL Mineral Wells, Tex.; 12 AGL Bridgeport, Tex.; 12 AGL Ardmore, Okla.; 12 AGL INT Ardmore 342° and Oklahoma City, Okla., 154° radials; 12 AGL Oklahoma City, including a 12 AGL W alternate via INT Ardmore 327° and Oklahoma City 180° radials and also a 12 AGL E alternate via INT Ardmore 006° and Oklahoma City 107° radials. The airspace within Mexico is excluded.

AMENDMENTS 10/12/67 32 F. R. 11154 (Changed)

V-164 From Buffalo, N. Y., 12 AGL Wellsville, N. Y.; 12 AGL Stonyfork, Pa.; 12 AGL Williamsport, Pa.; 12 AGL INT Williamsport 129° and East Texas, Pa., 315° radials; 12 AGL East Texas.

V-165 From San Diego, Calif., 12 AGL INT San Diego 270° and Oceanside, Calif., 177° radials; 12 AGL Oceanside; 24 miles, 12 AGL; 6 miles wide, 12 AGL Long Beach, Calif.; 6 miles wide, 12 AGL INT Long Beach 287° and Los Angeles, Calif., 138° radials; 12 AGL Los Angeles; 12 AGL INT Los Angeles 357° and Lake Hughes, Calif., 154° radials; 12 AGL Lake Hughes; 12 AGL INT Lake Hughes 344° and Bakersfield, Calif., 137° radials; 12 AGL Bakersfield; 12 AGL Porterville, Calif.; 12 AGL INT Porterville 339° and Fresno, Calif., 140° radials; 12 AGL Fresno; 68 miles, 12 AGL, 50 miles, 131 MSL, 12 AGL Reno, Nev.; 40 miles, 12 AGL, 7 miles, 115 MSL, 87 miles, 135 MSL, 12 AGL Lakeview, Oreg.; 5 miles, 12 AGL 72 miles, 90 MSL, 12 AGL Redmond, Oreg.; 16 miles, 12 AGL, 19 miles, 95 MSL, 24 miles, 75 MSL, 12 miles, 65 MSL, 12 AGL Newberg, Oreg.; 32 miles, 12 AGL, 45 MSL INT Newberg 355° and Olympia, Wash., 195° radials; 12 AGL Olympia; 12 AGL INT Olympia 010° and Seattle, Wash., 249° radials; 12 AGL Seattle.

AMENDMENTS 2/2/67 31 F. R. 16127 (Changed); 3/2/67 32 F. R. 47 (Rewritten)
AMENDMENTS 6/22/67 32 F. R. 6434 (Changed)

V-166 From Parkersburg, W. Va., 12 AGL Clarksburg, W. Va.; 12 AGL Kessel, W. Va.; 12 AGL Martinsburg, W. Va.; 12 AGL Westminster, Md.; 12 AGL New Castle, Del.; 12 AGL Woodstown, N. J.; 12 AGL Sea Isle, N. J.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed)

V-167 From Coyle, N. J.; 12 AGL INT Coyle 050° and Kennedy, N. Y., 178° radials; 12 AGL Kennedy; 12 AGL Hartford, Conn.; 12 AGL INT Hartford 076° and Providence, R. I., 270° radials; 12 AGL Providence; 12 AGL INT Providence 101° and Hyannis, Mass., 224° radials; 12 AGL Hyannis. The airspace below 2,000 feet MSL outside the United States is excluded.

V-168 From Scottsbluff, Nebr., 12 AGL O'Neill, Nebr.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-169 From Tobe, Colo., 69 MSL Hugo, Colo.; 38 miles, 67 MSL, 12 AGL Thurman, Colo.; 12 AGL Akron, Colo.; 12 AGL Sidney, Nebr.; 12 AGL Scottsbluff, Nebr.; 12 AGL Chadron, Nebr.; 12 AGL Rapid City, S. Dak.; 12 AGL Dupree, S. Dak.; 12 AGL Bismarck, N. Dak. The airspace within R-4701 is excluded.

AMENDMENTS 3/2/67 31 F. R. 16200 (Changed); 7/20/67 32 F. R. 7251 (Changed)

V-170 From Sioux Falls, S. Dak., 12 AGL Worthington, Minn.; 12 AGL Fairmont, Minn.; 12 AGL Mankato, Minn.; 12 AGL Farmington, Minn. From Nodine, Minn., 12 AGL Dells, Wis.; 12 AGL INT Dells 097° and Milwaukee, Wis., 307° radials; 12 AGL Milwaukee; 12 AGL INT Milwaukee 102° and Pullman, Mich., 303° radials; 12 AGL Pullman; 12 AGL Salem, Mich. From Erie, Pa., 12 AGL Bradford, Pa.; 12 AGL Slate Run, Pa.; 12 AGL Selinsgrove, Pa.; 12 AGL Ravine, Pa.; 12 AGL INT Ravine 125° and West Chester, Pa., 318° radials; 12 AGL West Chester. The airspace within R-5802 is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-171 From Louisville, Ky., via Scotland, Ind.; 12 AGL Lewis, Ind.; 12 AGL Danville, Ill.; 12 AGL Peotone, Ill.; 12 AGL Joliet, Ill.; 12 AGL Rockford, Ill.; 12 AGL Lone Rock, Wis.; 12 AGL Nodine, Minn.; 12 AGL INT Nodine 298° and Farmington, Minn., 124° radials; 12 AGL Farmington; 12 AGL Darwin, Minn.; 6 miles, 12 AGL, 51 miles, 27 MSL, 12 AGL Alexandria, Minn.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 6/22/67 32 F. R. 6435 (Changed)

V-172 From Denver, Colo., 12 AGL INT Denver 061° and Hayes Center, Nebr., 276° radials; 12 AGL INT Hayes Center 276° and North Platte, Nebr., 245° radials; 12 AGL North Platte; 12 AGL INT North Platte 073° and Wolbach, Nebr., 266° radials; 12 AGL Wolbach; 12 AGL Neola, Iowa; 12 AGL Newton, Iowa; 12 AGL Cedar Rapids, Iowa; 12 AGL Polo, Ill.; 12 AGL Chicago-O'Hare, Ill.; 12 AGL INT Chicago-O'Hare 077° and South Bend, Ind., 310° radials; 12 AGL South Bend.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-173 From Capital, Ill., 12 AGL Roberts, Ill.; 12 AGL INT Roberts 008° and Joliet, Ill., 067° radials; 12 AGL Kedizie, Ill., RBN.

V-174 From York, Ky., 12 AGL Henderson, W. Va.; 12 AGL Elkins, W. Va.; 12 AGL Linden, Va.; 12 AGL INT Linden 104° and Herndon, Va., 185° radials.

V-175 From Vichy, Mo., 12 AGL via INT Vichy 321° and Hallsville, Mo., 209° radials; 12 AGL Hallsville.

V-177 From Fort Wayne, Ind., 12 AGL via Monterey, Ind.; 6 mi. wide, 12 AGL INT Monterey 277° and Chicago Hieghts, Ill., 140° radials; 12 AGL Chicago Heights. From Naperville, Ill., 12 AGL Janesville, Wis.; 12 AGL INT Janesville 344° and Dells, Wis., 143° radials; 12 AGL Dells; 12 AGL Stevens Point, Wis.

AMENDMENTS 6/22/67 32 F. R. 6435 (Changed).

V-178 From Farmington, Mo., 12 AGL Paducah, Ky., including a 12 AGL S alternate; 12 AGL Central City, Ky.; 12 AGL New Hope, Ky.; 12 AGL Lexington, Ky.

V-179 From Paducah, Ky., 12 AGL Marion, Ill.; 12 AGL Centralia, Ill.

V-180 From San Antonio, Tex., 12 AGL via Eagle Lake, Tex.; 12 AGL Galveston, Tex.

V-181 From Omaha, Nebr., 12 AGL Norfolk, Nebr.; 12 AGL Yankton, S. Dak.; 12 AGL Sioux Falls, S. Dak., including a 12 AGL W alternate via INT Yankton 016° and Sioux Falls 230° radials; 12 AGL Watertown, S. Dak., including a 12 AGL east alternate; 34 miles, 12 AGL, 24 miles, 34 MSL, 12 AGL Fargo, N. Dak.; 12 AGL Grand Forks, N. Dak., including a 12 AGL E alternate; 12 AGL Pembina, N. Dak.; 12 AGL INT Pembina 356° radial and the United States/ Canadian border.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 11/9/67 32 F. R. 12995 (Changed)

V-182 From Portland, Oreg., 12 AGL The Dalles, Oreg.; 12 AGL Baker, Oreg.

AMENDMENTS 7/20/67 32 F. R. 7588 (Rewritten)

V-183 From Santa Barbara, Calif., 12 AGL Bakersfield, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-184 From Erie, Pa., 12 AGL Tidioute, Pa.; 12 AGL INT Tidioute 154° and Philipsburg, Pa., 296° radials; 12 AGL Philipsburg; 12 AGL Harrisburg, Pa.; 12 AGL INT Harrisburg 132° and West Chester, Pa., 274° radials; 12 AGL West Chester; 12 AGL INT West Chester 120° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; 12 AGL Woodstoen, N. J.; 12 AGL Millville, N. J.; 12 AGL Atlantic City, N. J.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed); Corr: 32 F. R. 7625

V-185 From Savannah, Ga., 12 AGL INT Savannah 321° and Augusta, Ga., 157° radials; 12 AGL Augusta; 12 AGL Greenwood, S. C.; 12 AGL Asheville, N. C.; 12 AGL Snowbird, Tenn.; 12 AGL INT Snowbird 301° and Knoxville, Tenn. 069° radials; 12 AGL Knoxville, including a 12 AGL E alternate from Asheville to Knoxville via INT Asheville 329° and Knoxville 069° radials.

V-186 From Fillmore, Calif., 12 AGL Van Nuys, Calif.; 12 AGL Ontario, Calif.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-187 From Albuquerque, N. Mex., 12 AGL via Farmington, N. Mex.; 12 AGL Cortez, Colo.; 12 AGL Dove Creek, Colo.; 17 miles, 12 AGL, 28 miles, 115 MSL, 12 AGL Grand Junction, Colo.; 87 miles 12 AGL, 34 miles 125 MSL, 12 AGL Rock Springs, Wyo., including a west alternate from Grand Junction 45 miles 103 MSL, 14 miles 85 MSL, 12 AGL Vernal, Utah, 15 miles, 12 AGL, 110 MSL, Rock Springs, excluding the airspace between the main and this west alternate; 20 miles 12 AGL, 37 miles 95 MSL, INT Rock Springs 026° and Riverton, Wyo., 180° radials; 12 AGL Riverton; 12 AGL Boysen Reservoir, Wyo.; 9 miles, 12 AGL, 78 miles, 105 MSL, 12 AGL Billings, Mont., including a west alternate from Boysen Reservoir, 9 miles, 12 AGL, 56 miles, 91 MSL, 12 AGL via Cody, Wyo., 12 AGL Billings, excluding the airspace between the main and this west alternate; 40 miles, 12 AGL, 75 MSL INT Billings 317° and Great Falls, Mont., 122° radials; 12 AGL Great Falls.

AMENDMENTS 3/2/67 31 F. R 16200 (Changed); 7/20/67 32 F. R. 7251 (Changed)
AMENDMENTS 8/17/67 32 F. R. 8405 (Changed)

PENDING AMENDMENT

In V-187 "87 miles, 12 AGL, 34 miles, 125 MSL, 12 AGL Rock Springs, Wyo.," is deleted and "75 miles, 12 AGL, 50 miles, 112 MSL, 12 AGL Rock Springs, Wyo.," is substituted therefor. 2/1/68 32 F. R. 17517 (Changed)

V-188 From Carleton, Mich., 12 AGL Jefferson, Ohio; 12 AGL Tidioute, Pa.; 12 AGL Slate Run, Pa.; 12 AGL Williamsport, Pa.; 12 AGL Thornhurst, Pa.; 12 AGL Tannersville, Pa. The airspace within Canada is excluded.

V-189 From Rocky Mount, N. C., 12 AGL Franklin, Va.; 12 AGL Hopewell, Va.

V-190 From Phoenix, Ariz., 54 miles, 12 AGL, 19 miles, 95 MSL, 59 miles, 115 MSL, 12 AGL St. Johns, Ariz.; 12 AGL Albuquerque, N. Mex., including a 12 AGL N alternate from St. Johns to Albuquerque via INT St. Johns 053° and Grants, N. Mex., 252° radials and Grants; 12 AGL Las Vegas, N. Mex.; 19 mi. 12 AGL, 72 mi. 90 MSL, 12 AGL Dalhart, Tex.; 14 mi. 12 AGL, 36 mi. 60 MSL, 12 AGL Gage, Okla.; 12 AGL INT Gage 059° and Ponca City, Okla., 280° radials; 12 AGL Ponca City; 12 AGL INT Ponca City 094° and Bartlesville, Okla., 256° radials; 12 AGL Bartlesville; 12 AGL INT Bartlesville 075° and Oswego, Kans., 233° radials; 12 AGL Oswego; 12 AGL INT Oswego 085° and Springfield, Mo., 261° radials; 12 AGL Springfield; 12 AGL Maples, Mo.; 12 AGL Farmington, Mo., 12 AGL Marion, Ill.; 12 AGL Evansville, Ind.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-191 From Troy, Ill.; 12 AGL Decatur, Ill.; 12 AGL Roberts, Ill.; 12 AGL INT of Roberts 008° and Joliet, Ill., direct radial to Kedzie, Ill., RBN; 12 AGL Northbrook, Ill.; 12 AGL INT of Northbrook 078° and Chicago, Ill., 019° radials; 12 AGL INT of Chicago 019° and Milwaukee, Wis., 121° radials; 12 AGL Milwaukee; 12 AGL Oshkosh, Wis.; 12 AGL Stevens Point, Wis.; 12 AGL Wausau, Wis.; 12 AGL Rhinelander, Wis.; 12 AGL Ironwood, Mich.; 12 AGL Duluth, Minn.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 6/22/67 32 F. R. 6434 (Changed)

V-193 From INT Pullman, Mich., 243° and South Bend, Ind., 310° radials; 12 AGL Pullman; 12 AGL INT Pullman 029° and White Cloud, Mich., 168° radials; 12 AGL White Cloud; 12 AGL Traverse City, Mich., including a 12 AGL W alternate via INT White Cloud 329° and Traverse City 235° radials; 12 AGL Pellston, Mich.; 12 AGL INT Pellston 003° and Sault Ste. Marie, Mich., 214° radials; 12 AGL Sault Ste. Marie.

V-194 From Lafayette, La., 12 AGL via Baton Rouge, La.; 12 AGL McComb, Miss.; 12 AGL Meridian, Miss. From Norcross, Ga., 12 AGL INT Norcross 055° and Anderson, S. C., 267° radials; 12 AGL Anderson; 12 AGL INT Anderson 065° and Charlotte, N. C., 240° radials; 12 AGL Charlotte; 12 AGL Liberty, N. C.; 12 AGL Raleigh-Durham, N. C.; 12 AGL Rocky Mount, N. C.; 12 AGL Cofield, N. C.; 12 AGL Norfolk, Va. 12 AGL INT Norfolk 001° and Cape Charles, Va., 313° radials.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed)

PENDING AMENDMENT

In V-194 "Cape Charles, Va., 313° radials." is deleted and "Harcum, Va., 075° radials; 12 AGL INT Harcum 075° and Snow Hill 211° radials." is substituted therefor. 2/1/68 32 F. R. 17574 (Changed)

V-195 From Oakland, Calif., 12 AGL INT Oakland 004° and Williams, Calif., 191° radials; 12 AGL Williams; 12 AGL INT Williams 002° and Red Bluff, Calif., 158° radials; 12 AGL Red Bluff; 12 AGL Fortuna, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-196 From Utica, N. Y., 12 AGL Saranac Lake, N. Y.; 12 AGL Plattsburgh, N. Y.

V-197 From Ontario, Calif., 12 AGL Pomona, Calif.; 12 AGL Palmdale, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-198 From San Simon, Ariz., 12 AGL Columbus, N. Mex.; 12 AGL El Paso, Tex., 6 mi. wide, 12 AGL INT El Paso 112° and Hudspeth, Tex., 281° radials; 6 mi. wide, 12 AGL Hudspeth; 29 mi. 12 AGL, 38 mi. 82 MSL, INT Hudspeth 109° and Fort Stockton, Tex., 284° radials; 18 mi. 82 MSL, 12 AGL Fort Stockton; 20 mi. 12 AGL, 116 mi. 55 MSL, 12 AGL Junction, Tex.; 12 AGL San Antonio, Tex.; 12 AGL Eagle Lake, Tex.; 12 AGL Houston, Tex.

AMENDMENTS 11/9/67 32 F. R. 13454 (Changed)

V-199 From San Francisco, Calif. 12 AGL INT San Francisco 304° and Ukiah, Calif., 172° radials; 12 AGL Ukiah; 17 miles 12 AGL, 23 miles 85 MSL, 18 miles 75 MSL, 12 AGL Red Bluff, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-200 From Ukiah, Calif., 12 AGL Williams, Calif.; 12 AGL Reno, Nev. From Provo, Utah, 10 miles, 12 AGL, 35 miles, 125 MSL, 12 AGL Myton, Utah; 30 miles 79 MSL, 31 miles, 12 AGL, 98 MSL Meeker, Colo.; 37 miles, 12 AGL, 26 miles, 140 MSL, 130 MSL, Kremmling, Colo.; 9 miles, 130 MSL, 29 miles, 144 MSL, 11 miles, 127 MSL, 12 AGL Denver, Colo.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7251 (Changed); 7/20/67 32 F. R. 7252 (Changed)

V-201 From INT Los Angeles, Calif., 207° and Long Beach, Calif., 250° radials; 12 AGL Los Angeles; 12 AGL Palmdale, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-202 From Cochise, Ariz., 12 AGL via San Simon, Ariz.; 12 AGL Silver City, N. Mex.; 12 AGL Truth or Consequences, N. Mex.

AMENDMENTS 7/20/67 32 F. R. 2939 (Changed)

V-203 From Norwich, Conn., 12 AGL Chester, Mass.; 12 AGL INT Chester 293° and Albany, N. Y., 139° radials; 12 AGL Albany; 12 AGL Saranac Lake N.Y.; 12 AGL Massena, N. Y.; 12 AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-204 From Hoquiam, Wash., 12 AGL Olympia, Wash.

AMENDMENTS 7/20/67 32 F. R. 7588 (Rewritten)

V-206 From Blue Springs, Mo., 12 AGL INT Blue Springs 056° and Kirksville, Mo., 225° radials; 12 AGL Kirksville.

V-207 From Denver, Colo., 12 AGL Gill, Colo.; 12 AGL Scottsbluff, Nebr.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-208 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) 12 AGL INT Los Angeles 185° and Santa Catalina, Calif., 355° radials; 7 miles wide (3 miles E and 4 miles W of centerline) 12 AGL Santa Catalina; 12 AGL Oceanside, Calif.; 12 AGL Julian, Calif.; 12 AGL Thermal, Calif.; 12 AGL Twentynine Palms, Calif.; 20 miles 12 AGL, 24 miles 73 MSL, 12 AGL Needles, Calif.; 12 AGL Peach Springs, Ariz. The airspace within R-2503 and the airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-209 From Mobile, Ala., 12 AGL INT Mobile 356° and Hattiesburg, Miss., 080° radials; 10 mi. 12 AGL; 6 mi. wide 12 AGL Kewanee, Miss.; 7 mi. wide (4 mi. on N, 3 mi. on S and within 4.5° of centerline) 12 AGL Brookwood, Ala.; 12 AGL Birmingham, Ala.

V-210 From Los Angeles, Calif., 12 AGL INT Los Angeles 083° and Pomona, Calif., 240° radials; 12 AGL Pomona; 12 AGL INT Daggett, Calif., 229° and Hector, Calif., 263° radials; 12 AGL Hector; 12 AGL Goffs, Calif.; 13 miles 12 AGL, 23 miles 71 MSL, 85 MSL, Peach Springs, Ariz.; 12 AGL Grand Canyon, Ariz.; 12 AGL Tuba City, Ariz.; 10 mi. 90 MSL, 91 mi. 105 MSL, 12 AGL Farmington, N. Mex.; 12 AGL Alamosa, Colo., including a 12 AGL south alternate via INT Farmington 086° and Alamosa 232° radials; 12 AGL INT Alamosa 075° and Lamar, Colo., 250° radials; 40 miles, 12 AGL, 51 miles, 65 MSL, 12 AGL Lamar. From Indianapolis, Ind., 12 AGL Muncie, Ind.; 12 AGL Rosewood, Ohio; 12 AGL Tiverton, Ohio; 12 AGL Imperial, Pa.; 12 AGL INT Imperial 074° and Carrolltown, Pa., 276° radials; 12 AGL Carrolltown; 12 AGL INT Carrolltown 096° and Harrisburg, Pa., 289° radials;
12 AGL Harrisburg; 12 AGL Lancaster, Pa.; 12 AGL INT Lancaster 095° and Pottstown, Pa., 143° radials.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 6/22/67 32 F. R. 6435 (Changed); 7/20/67 32 F. R. 7251 (Changed)
AMENDMENTS 8/17/67 32 F. R. 8710 (Changed); Corr: 32 F. R. 10507;
AMENDMENT 9/14/67 32 F. R. 10643 (Changed)

V-211 From INT Alamosa, Colo., 232° and Durango, Colo., 110° radials via Durango; INT of Durango 286° and Cortez, Colo., 115° radials; Cortez, Colo., excluding the airspace below 1,200 feet above the surface.

V-212 From San Antonio, Tex., 12 AGL via INT San Antonio 089° and Industry, Tex., 233° radials; 12 AGL Industry; 12 AGL Navasota, Tex.; 12 AGL Lufkin, Tex.; 12 AGL Alexandria, La.; 12 AGL McComb, Miss.

V-213 From Myrtle Beach, S. C., 12 AGL INT Myrtle Beach 031° and Rocky Mount, N. C., 191° radials; 12 AGL Rocky Mount; 12 AGL Hopewell, Va.; 12 AGL INT Hopewell 019° and Brooke, Va., 132° radials; 12 AGL Patuxent River, Md.; 12 AGL Kenton,
Del.; 12 AGL Woodstown, N. J.; 12 AGL INT Woodstown 043° and Robbinsville, N. J., 239° radials; 12 AGL Robbinsville; 12 AGL Kennedy, N. Y.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed)

V-214 From Richmond, Ind., 12 AGL INT Richmond 090° and Rosewood, Ohio, 202° radials. From Columbus, Ohio, Port Columbus Airport ILS localizer, 12 AGL Zanesville, Ohio; 12 AGL Bellaire, Ohio; 12 AGL Allegheny, Pa.

V-215 From INT Muskegon, Mich., 208° and Fullman, Mich., 259° radials; 12 AGL Muskegon; 12 AGL White Cloud, Mich.

V-216 From Lamar, Colo., 12 AGL Hill City, Kans.; 12 AGL Mankato, Kans.; 12 AGL Pawnee City, Nebr.; 12 AGL Lamoni, Iowa; 12 AGL Ottumwa, Iowa; 12 AGL Iowa City, Iowa. From INT of Polo, Ill., 268° and Janesville, Wis., 238° radials, 12 AGL Janesville; 12 AGL INT Janesville
076° and Muskegon, Mich., 252° radials; 12 AGL Muskegon; 12 AGL Saginaw, Mich.; 12 AGL Peck, Mich.; 12 AGL Kleinburg, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 6/22/67 32 F. R. 6435 (Changed)

V-217 From Chicago-O'Hare, Ill., 12 AGL INT Chicago-O'Hare 019° and Milwaukee, Wis., 137° radials; 12 AGL INT Milwaukee 137° radial and Milwaukee (General Mitchell Field) ILS front course; 12 AGL Milwaukee (General Mitchell Field) ILS localizer; 12 AGL INT Milwaukee (General Mitchell Field) ILS localizer back course and Green Bay, Wis., 165° radial; 12 AGL Green Bay; 32 miles, 12 AGL, 39 miles, 31 MSL, 12 AGL Rhinelander, Wis.; 24 miles, 12 AGL, 80 miles, 55 MSL, 12 AGL Duluth, Minn.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-218 From Rochester, Minn., 12 AGL Waukon, Iowa; 12 AGL Rockford, Ill.; 12 AGL INT Rockford 136° and Naperville, Ill., 290° radials; 12 AGL Naperville; 12 AGL Keeler, Mich,; 12 AGL Lansing, Mich.; 12 AGL Pontiac, Mich.; 12 AGL to INT Pontiac 112° and Windsor, Ont., Canada, 320° radials.

AMENDMENTS 7/20/67 32 F. R. 7588 (Changed); 11/9/67 32 F. R. 13219 (Changed)

V-219 From Hayes Center, Nebr., 12 AGL INT Hayes Center 059° and Wolbach, Nebr., 251° radials; 12 AGL Wolbach; 12 AGL Norfolk, Nebr.; 12 AGL Sioux City, Iowa; 12 AGL Fairmont, Minn.; 12 AGL Mankato, Minn.; 12 AGL Farmington, Minn.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-220 From Kremmling, Colo., 12 miles, 130 MSL, 32 miles, 147 MSL, 8 miles, 115 MSL, 12 AGL INT Kremmling 081° and Denver, Colo., 334° radials; 12 AGL Akron, Colo., 12 AGL INT Akron 094° and McCook, Nebr., 264° radials; 12 AGL McCook; 12 AGL INT McCook 072° and Grand Island, Nebr., 241° radials; 12 AGL Kearney, Nebr.; 12 AGL Hastings, Nebr.; 12 AGL Columbus, Nebr.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed); 8/17/67 32 F. R. 8710 (Changed)

V-221 From Fort Wayne, Ind., 12 AGL via Litchfield, Mich.; 12 AGL Jackson, Mich.; 12 AGL INT Jackson 084° and Salem, Mich 254° radials; 12 AGL Salem; 12 AGL INT Salem 083° and Erie, Pa., 290° radials; 12 AGL Erie. The airspace within Canada is excluded.

V-222 From El Paso, Tex., 12 AGL via Salt Flat, Tex.; 12 AGL Fort Stockton, Tex.; 20 mi. 12 AGL, 116 mi. 55 MSL, 12 AGL Junction, Tex.; 12 AGL INT Junction 112° and San Antonio, Tex., 334° radials; 12 AGL San Antonio; 12 AGL INT San Antonio 074° and Industry, Tex., 264° radials; 12 AGL Industry; 12 AGL INT Industry 087° and Beaumont, Tex., 272° radials; 12 AGL Beaumont; 12 AGL Lake Charles, La., including a 12 AGL north alternate from INT of Industry 087° and Beaumont 272° radials to Lake Charles via Daisetta, Tex.; 12 AGL McComb, Miss.; 12 AGL Hattiesburg, Miss.;
12 AGL Monroeville, Ala. From Norcross, Ga., 12 AGL INT Norcross 010° and Toccoa, Ga., 230° radials; 12 AGL Toccoa; 12 AGL Asheville, N. C.; 12 AGL Hickory, N. C.; 12 AGL Lynchburg, Va.; 12 AGL INT Lynchburg 058° and Brooke, Va., 230° radials; 12 AGL Brooke; 12 AGL INT Brooke 045° and Richmond, Va., 009° radials.

AMENDMENTS 11/9/67 32 F. R. 12833 (Changed); 12/7/67 32 F. R. 14311 (Changed)

V-223 From Flat Rock, Va., 12 AGL INT Brooke, Va., 300° and Herndon, Va., 202° radials; 12 AGL Herndon; 12 AGL Harrisburg, Pa.

V-224 From Carleton, Mich., 12 AGL INT Carleton 082° and Windsor, Ont., Canada, 100° radials. The airspace within Canada is excluded.

V-225 From Key West, Fla., 30 miles, 12 AGL, 72 miles, 17 AGL, 12 AGL, Fort Myers, Fla., including an E alternate from Key West, 30 miles 12 AGL, 77 miles 17 AGL 12 AGL to Fort Myers; 12 AGL La Belle, Fla.; 12 AGL Vero Beach, Fla. The portion of V-225 E alternate outside the United States has no upper limit.

V-226 From Ellwood City, Pa., 12 AGL Clarion, Pa.; 12 AGL Keating, Pa.; 12 AGL Williamsport, Pa., 12 AGL Thornhurst, Pa.; 12 AGL Stillwater, N. J.; 12 AGL INT Stillwater 110° and Sparta, N. J., 194° radials.

V-227 From Indianapolis, Ind., 12 AGL INT Indianapolis 312° and Lafayette, Ind., 159° radials; 12 AGL Lafayette.

V-228 From Northbrook, Ill., 12 AGL South Bend, Ind.

V-230 From INT Big Sur, Calif., 325° and Salinas, Calif., 281° radials; 12 AGL Salinas; 12 AGL Los Banos, Calif.; 12 AGL Fresno, Calif.; 12 AGL Friant, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-231 From Missoula, Mont., 12 AGL INT Missoula 354° and Kalispell, Mont., 180° radials; 12 AGL Kalispell.

AMENDMENTS 2/3/66 30 F. R. 14424 (Rewritten); 3/2/67 31 F. R. 16200 (Rewritten)

V-232 From Sandusky, Ohio, 12 AGL INT Sandusky 061° and Chardon, Ohio, 281° radials; 12 AGL Chardon; 12 AGL Franklin, Pa.; 12 AGL Keating, Pa.; 12 AGL Milton, Pa.; 12 AGL Tannersville, Pa.; 12 AGL INT Tannersville 114° and Solberg, N. J., 051° radials.

PENDING AMENDMENT

V-232 is amended by deleting "From Sandusky, Ohio," and substituting "From INT of Waterville, Ohio, 013° and Sandusky, Ohio, 296° radials, 12 AGL Sandusky;" therefor.

AMENDMENTS 2/1/68 32 F. R. 17517 (Changed)

V-234 From Anton Chico, N. Mex., 12 AGL via INT Anton Chico 067° and Dalhart, Tex., 243° radials; 12 AGL Dalhart; 12 AGL Liberal, Kans.; 32 miles 12 AGL, 74 miles 75 MSL, 12 AGL Hutchinson, Kans.

V-235 From Provo, Utah, 10 miles, 12 AGL, 15 miles, 135 MSL, 46 miles, 125 MSL, 12 AGL Fort Bridger. From Rock Springs, Wyo., 24 miles 12 AGL, 72 miles 107 MSL, 12 AGL to Casper, wyo.

AMENDMENTS 7/20/67 32 F. R. 7252 (Changed)

PENDING AMENDMENT

In V-235 "24 miles, 12 AGL, 72 miles, 107 MSL, 12 AGL to Casper, Wyo." is deleted and "20 miles, 12 AGL, 41 miles, 95 MSL, 37 miles, 107 MSL, 12 AGL Casper, Wyo." is substituted therefor.

AMENDMENTS 2/1/68 32 F. R. 17517 (Changed)

V-236 From INT Bonneville, Utah, 084° and Ogden, Utah, 235° radials; 12 AGL Ogden.

AMENDMENTS 7/20/67 32 F. R. 7252 (Rewritten)

V-237 From Needles, Calif., 25 miles 12 AGL, 24 miles 71 MSL, 12 AGL Boulder, Nev.; 12 AGL INT Boulder 347° and Las Vegas, Nev., 081° radials; 12 AGL Las Vegas.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-240 From New Orleans, La., 12 AGL via INT New Orleans 085° and Mobile, Ala., 224° radials; 12 AGL Mobile.

V-241 From Crestview, Fla., 12 AGL INT Crestview 076° and Dothan, Ala., 232° radials; 12 AGL Dothan; 12 AGL Eufaula, Ala.; 12 AGL Columbus, Ga., including a 12 AGL W alternate from Dothan to Columbus via INT Dothan 002° and Columbus 219° radials; 12 AGL INT Columbus 086° and Atlanta, Ga., 198° radials; 12 AGL Atlanta, including a 12 AGL W alternate via INT Columbus 019° and Atlanta 233° radials, and also a 12 AGL E alternate via INT Columbus 086° and Atlanta 198° radials, INT of Columbus 041° and Atlanta 198° radials and INT of Columbus 041° and Atlanta 175° radials.

AMENDMENTS 10/12/67 32 F. R. 12113 (Changed)

V-242 From Mobile, Ala., 12 AGL Brookley, Ala.

V-243 From Jacksonville, Fla., 12 AGL INT Jacksonville 319° and Waycross, Ga., 126° radials; 12 AGL Waycross, including a 12 AGL W alternate via INT Jacksonville 304° and Waycross 149° radials; 12 AGL Vienna, Ga., including a 12 AGL E alternate via Alma, Ga., and INT Alma 320° and Vienna 104° radials; 12 AGL Atlanta, Ga., including a 12 AGL E alternate from INT Vienna 328° and Macon, Ga., 208° radials, to INT Vienna 328° and Macon 297° radials via Macon; 12 AGL INT Atlanta 347° and Chattanooga, Tenn., 152° radials; 12 AGL Chattanooga; 12 AGL Bowling Green, Ky.; 12 AGL Scotland, Ind.

AMENDMENTS 10/12/67 32 F. R. 13118 (Changed)

V-244 From Oakland, Calif., 12 AGL INT Oakland 077° and Stockton, Calif., 268° radials; 12 AGL Stockton, including a 12 AGL S alternate INT Oakland 110° and Stockton 246° radials; 76 miles 12 AGL, 51 miles 145 MSL, 12 AGL Coaldale, Nev.; 12 AGL Tonopah, Nev.; 40 miles 12 AGL 115 MSL Wilson Creek, Nev.; 28 miles 115 MSL, 12 AGL Milford, Utah, 12 AGL Hanksville, Utah; 42 miles, 12 AGL, 95 MSL LaSal, Utah; 14 miles, 95 MSL, 57 miles, 115 MSL, 12 AGL Gunnison, Colo.; 33 miles, 122 MSL, 27 miles, 155 MSL, 12 AGL Pueblo, Colo.; 18 miles, 12 AGL, 48 miles, 60 MSL, 12 AGL Lamar, Colo.; 20 miles, 12 AGL, 57 miles, 65 MSL, 61 miles, 95 MSL, 24 miles, 50 MSL, 12 AGL Russell, Kansas. The airspace within R-2531 is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7251 (Changed)

V-245 From Alexandria, La., 12 AGL via Natchez, Miss.; 12 AGL Jackson, Miss.; 12 AGL Columbus, Miss., excluding the airspace at and above 8,000 feet MSL from Jackson to Columbus.

V-247 From Douglas, Wyo., 90 miles 75 MSL, 12 AGL, to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., 12 AGL Avenal, Calif.; 12 AGL Bakersfield, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-249 From Sparta, N. J. 12 AGL Huguenot, N. Y.; 12 AGL DeLancey, N. Y.; 12 AGL Utica, N. Y.

V-252 From Buffalo, N. Y., 12 AGL Geneseo, N. Y.; 12 AGL Binghamton, N. Y.; 12 AGL Huguenot, N. Y.; 12 AGL Sparta, N. J.; 12 AGL INT Sparta 144° and Solberg, N. J., 051° radials.

V-253 From Provo, Utah, 12 AGL INT Provo 326° and Salt Lake City, 265° radials; 24 miles, 12 AGL, 85 MSL Bonneville; 5 miles, 85 MSL, 90 MSL Lucin, Utah; 14 miles, 90 MSL 19 miles, 105 MSL, 12 AGL Twin Falls, Idaho; 12 AGL Boise, Idaho; 30 mi. 12 AGL, 99 MSL McCall, Idaho; 11 miles 99 MSL, 33 miles 115 MSL, 12 AGL Lewiston, Idaho; 12 AGL Pullman, Wash.; 12 AGL Spokane, Wash.

AMENDMENTS 5/25/67 32 F. R. 5497 (Changed); 7/20/67 32 F. R. 7252 (Changed)

PENDING AMENDMENT

In V-253 "30 miles, 12 AGL, 99 MSL McCall, Idaho;" is deleted and "42 miles, 12 AGL, 99 MSL McCall, Idaho;" is substituted therefor. 2/29/68 32 F. R. 20630 (Changed)

V-254 From INT Pottstown, Pa., 278° and East Texas, Pa., 225° radials; 12 AGL Pottstown; 12 AGL INT Pottstown 104° and Robinsville, N. J., 239° radials.

V-257 From Phoenix, Ariz., 12 AGL Prescott, Ariz.; 12 AGL INT Prescott 003° and Grand Canyon, Ariz., 211° radials; 12 AGL Grand Canyon; 7 miles 12 AGL, 71 miles 125 MSL, 12 AGL Bryce Canyon, Utah; 12 AGL INT Bryce Canyon 338° and Delta, Utah, 186° radials, 12 AGL Delta; 39 miles, 12 AGL 105 MSL INT Delta 004° and Malad City, Idaho, 179° radials; 20 miles, 118 MSL, 12 AGL Malad City; 12 AGL Pocatello, Idaho; 12 AGL DuBois, Idaho; 12 AGL Dillon, Mont.; 12 AGL Butte, Mont.; 22 miles, 12 AGL, 85 MSL INT Butte 002° and Helena, Mont., 272° radials; 12 AGL INT Helena 272° and Great Falls, Mont., 222° radials; 12 AGL Great Falls. The airspace within R-6401 and R-6403 is excluded.

AMENDMENTS 3/2/67 31 F. R. 16200 (Changed): 3/2/67 32 F. R. 47 (Changed): 7/20/67 32 F. R. 7252 (Changed)

V-258 From Charlestown, W. Va., 12 AGL Beckley, W. Va.; 12 AGL INT Beckley 125° and Roanoke, Va., 288° radials; 12 AGL Roanoke; 12 AGL INT Roanoke 145° and Danville, Va., 320° radials; 12 AGL Danville.

V-259 From Fort Mill, S. C., 12 AGL Holston Mountain, Tenn.

AMENDMENTS 7/20/67 32 F. R. 7125 (Changed)

V-260 From Charleston, W. Va., 12 AGL Rainelle, W. Va.; 12 AGL Roanoke, Va., 12 AGL Lynchburg, Va.; 12 AGL Flat Rock, Va.; 12 AGL Richmond, Va.; 12 AGL Hopewell, Va.; 12 AGL INT Hopewell 128° and Norfolk, Va., 296° radials; 12 AGL Norfolk.

AMENDMENTS 3/30/67 32 F. R. 1087 (Changed); 11/9/67 32 F. R. 12833 (Changed)

V-262 Fort Peoria, Ill., 12 AGL Bradford, Ill.; 12 AGL Joliet, Ill.; 12 AGL Kedzie, Ill., RBN.

V-263 From Cimarron, N. Mex., 12 AGL Tobe, Colo., 54 miles, 69 MSL, 12 AGL Lamar, Colo.; 17 miles, 12 AGL, 63 MSL Hugo, Colo.; 12 AGL Kiowa, Colo. From Pierre, S. Dak., 12 AGL Aberdeen, S. Dak.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 7/20/67 32 F. R. 7251 (Changed)

V-264 From Los Angeles, Calif., 12 AGL INT Los Angeles 061° and Pomona, Calif., 269° radials; 6 miles wide, 12 AGL Pomona; 12 AGL Twentynine Palms, Calif., including a 12 AGL S alternate from Los Angeles to Twentynine Palms via Ontario, Calif., and Palm Springs, Calif.; 17 miles 12 AGL, 28 miles 55 MSL, 12 AGL Parker, Calif.; 35 miles 12 AGL, 60 miles 95 MSL, 12 AGL Prescott, Ariz.; 50 miles 12 AGL, 98 miles 115 MSL, 12 AGL St. Johns, Ariz.; 29 miles 12 AGL, 51 miles 115 MSL, 12 AGL Socorro, N. Mex.; 12 AGL Corona, N. Mex.; 15 miles 12 AGL, 35 miles 105 MSL, 12 AGL Tucumcari, N. Mex.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-265 From INT Nottingham, Md., 271° and Westminster, Md., 179° radials; 12 AGL Westminster; 12 AGL INT Westminster 346° and Harrisburg, Pa., 196° radials; 12 AGL Harrisburg; 12 AGL Phillipsburg, Pa.; 12 AGL Keating, N. Y.; 12 AGL Bradford, Pa.; 12 AGL Jamestown, N. Y.; 12 AGL Dunkirk, N. Y.

V-266 From Hickory, N. C., 12 AGL South Boston, Va.; 12 AGL Lawrenceville, Va.; 12 AGL Franklin, Va.; 12 AGL INT Franklin 087° and Norfolk, Va., 226° radials; 12 AGL Norfolk.

AMENDMENTS 5/25/67 32 F. R. 5411 (Changed)

V-267 From Biscayne Bay, Fla., 12 AGL Miami, Fla.; 12 AGL Pahokee, Fla., including a 12 AGL E alternate from Biscayne Bay to Pahokee via INT Biscayne Bay 346° and Pahokee 143° radials; 12 AGL Orlando, Fla.; 12 AGL Jacksonville, Fla., including a 12 AGL E alternate from Orlando to INT Daytona Beach, Fla., 308° and Jacksonville 174° radials via Daytona Beach; 12 AGL INT Jacksonville 334° and Dublin, Ga., 137° radials; 12 AGL Dublin; 12 AGL Norcross, Ga.; 12 AGL Harris, Ga.; 12 AGL Knoxville, Tenn.

V-268 From INT Grantsville, Md., 086° and Martinsburg, W. Va., 297° radials; 12 AGL Hagerstown, Md.; 12 AGL Westminster, Md.; 12 AGL Baltimore, Md.; 12 AGL INT Baltimore 094° and Kenton, Del., 262° radials; 12 AGL Kenton; 12 AGL Kenton 086° and Sea Isle, N. J., 050 radials. The airspace within R-4001 and the airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed)

V-269 From Ely, Nev., 125 MSL to INT Ely 007° and Bonneville, Utah, 272° radials. From Wells, Nev., 12 AGL Twin Falls, Idaho; 12 AGL Burley, Idaho; 12 AGL Pocatello, Idaho.

AMENDMENTS 7/20/67 32 F. R. 7252 (Changed)

V-270 From Erie, Pa., 12 AGL Jamestown, N. Y.; 12 AGL Wellsville N. Y.; 12 AGL Elmira, N. Y.; 12 AGL Binghamton, N. Y.; 12 AGL DeLancey, N. Y.; 12 AGL Chester, Mass.

V-272 From Dalhart, Tex., 12 AGL via Borger, Tex.; 12 AGL Sayre, Okla.; 12 AGL Oklahoma City, Okla., including a 12 AGL N alternate via INT Sayre 070° and Oklahoma City 282° radials and also a 12 AGL S alternate via INT Sayre 101° and Oklahoma City 242° radials; 12 AGL INT Oklahoma City 107° and McAlester, Okla., 292° radials; 12 AGL McAlester.

V-273 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Stillwater; 12 AGL Hancock, N. Y.; 12 AGL Georgetown, N. Y.; 6 mi. wide, 12 AGL Syracuse, N. Y.

V-274 From Pullman, Mich., 12 AGL Grand Rapids, Mich.; 12 AGL Saginaw, Mich.

V-275 From Cincinnati, Ohio, 12 AGL INT Cincinnati 006° and Dayton, Ohio, 207° radials; 12 AGL Dayton, including a 12 AGL W alternate from Cincinnati to Dayton via INT Cincinnati 336° and Richmond, Ind., 190° radials, and Richmond; 12 AGL INT Dayton 011° and Salem, Mich., 197° radials; 12 AGL Salem.

V-276 From Briggs, Ohio, 12 AGL Ellwood City, Pa.; 12 AGL Tyrone, Pa.; 12 AGL INT Tyrone 096° and Ravine, Pa., 279° radials; 12 AGL Ravine; 12 AGL Yardley, Pa.; 12 AGL Robbinsville, N. J.; 12 AGL INT Hampton, N. Y., 223° and Kennedy, N Y., 159° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

V-277 From Rosewood, Ohio, 12 AGL Fort Wayne, Ind.; 12 AGL Keeler, Mich.

V-278 From Texico, N. Mex., 12 AGL via Plainview, Tex.; 12 AGL Guthrie, Tex.; 12 AGL Bridgeport, Tex.; 12 AGL Dallas, Tex.; 12 AGL Paris, Tex.; 12 AGL Texarkana, Ark.; 12 AGL Monticello, Ark.; 12 AGL Greenwood, Miss.; 12 AGL Columbus, Miss.; 12 AGL Birmingham, Ala., including a 12 AGL S alternate from Columbus to Birmingham via INT Columbus 082° and Tuscaloosa, Ala., 304° radials, and Tuscaloosa, excluding the airspace between the main and this alternate airway.

V-279 From the Columbus, Ohio, RBN 12 AGL Findlay, Ohio.

V-280 From El Paso, Texas, 12 AGL INT El Paso 069° and Pinon, N. Mex., 219° radials; 12 AGL Pinon; 12 AGL Roswell, N. Mex.; 12 AGL INT Roswell 063° and Texico, N. Mex., 216° radials; 12 AGL Texico, including a 12 AGL south alternate via INT Roswell 080° and Texico 216° radials; 12 AGL INT Texico 021° and Amarillo, Tex., 252° radials; 12 AGL Amarillo; 12 AGL Gage, Okla.; 12 AGL Hutchinson, Kans.; 12 AGL INT Hutchinson 062° and Topeka, Kans., 236° radials; 12 AGL Topeka; 12 AGL INT Topeka 064° and Kansas City, Mo., 274° radials; 12 AGL Kansas City.

AMENDMENTS 8/17/67 32 F. R. 8657 (Changed)

V-282 From Saranac Lake, N. Y., 12 AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-284 From Fort Stockton, Tex., 20 mi. 12 AGL, 87 mi. 60 MSL, 12 AGL San Angelo, Tex.

V-285 From Indianapolis, Ind., 12 AGL Kokomo, Ind.; 12 AGL Goshen, Ind. From South Bend, Ind., 12 AGL Kalamazoo, Mich.; 12 AGL INT Kalamazoo 014° and Grand Rapids, Mich., 167° radials; 12 AGL Grand Rapids; 12 AGL White Cloud, Mich.

V-286 From Linden, Va., 12 AGL Casanova, Va.; 12 AGL INT Herndon, Va., 202° and Brooke, Va., 300° radials; 12 AGL Brooke; 12 AGL Cape Charles, Va.

V-287 From North Bend, Oreg., 12 AGL Newberg, Oreg., including a 12 AGL west alternate from North Bend to Newberg via Newport, Oreg.; excluding the airspace between the main and this west alternate; 12 AGL Portland, Oreg., including a 12 AGL east alternate via INT Newberg 069° and Portland 196° radials; 20 miles, 12 AGL, 51 miles, 45 MSL, 12 AGL Olympia, Wash.; 12 AGL INT Olympia 010° and Seattle, Wash., 329° radials; 12 AGL INT Seattle 329° and Port Angeles, Wash., 090° radials; 12 AGL Port Angeles, 12 AGL Neah Bay, Wash., RBN. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15799 (Changed); 6/22/67 32 F. R. 6434 (Changed)
AMENDMENTS 7/20/67 32 F. R. 7588 (Rewritten)

V-288 From Lucin, Utah, 50 miles, 85 MSL, 12 AGL INT Lucin 080° and Fort Bridger, Wyo., 278° radials; 17 miles, 12 AGL, 50 miles, 105 MSL, 12 AGL Fort Bridger.

AMENDMENTS 7/20/67 32 F. R. 7252 (Rewritten)

V-289 From Beaumont, Tex., 12 AGL via INT Beaumont 323° and Lufkin, Tex., 161° radials; 12 AGL Lufkin, including a 12 AGL E alternate; 12 AGL INT Lufkin 355° and Gregg County, Tex., 181° radials; 12 AGL Gregg County; 12 AGL Texarkana, Ark.; 12 AGL Fort Smith, Ark.

AMENDMENTS 12/7/67 32 F. R. 14311 (Changed)

V-290 From Rainelle, W. Va., 12 AGL Montebello, Va.; 12 AGL Flat Rock, Va. From Franklin, Va., 12 AGL Elizabety City, N. C.

V-291 From Grants, N. Mex., 12 AGL via Gallup, N. Mex.; 12 AGL Winslow, Ariz.; 12 AGL Flagstaff, Ariz., including a 12 AGL N alternate from Winslow to Flagstaff via INT Winslow 292° and Flagstaff 063° radials.

V-292 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Sparta; 12 AGL INT Sparta 082° and Carmel, N. Y., 232° radials; 12 AGL Carmel; 12 AGL Hartford, Conn.; 12 AGL Putnam, Conn.; 12 AGL INT Putnam 043° and Boston, Mass., 256° radials; 12 AGL Boston.

V-293 From Mormon Mesa, Nev., 30 miles, 12 AGL, 95 MSL INT Cedar City, Utah, 294° and Milford, Utah 213° radials; 8 miles, 95 MSL, 108 MSL Wilson Creek, Nev.; 5 miles, 108 MSL, 37 miles, 115 MSL, 12 AGL Ely, Nev.; 125 MSL Elko, Nev.; 28 miles, 12 AGL, 57 miles, 99 MSL, 12 AGL Twin Falls, Idaho; 37 miles, 12 AGL, 33 miles, 87 MSL, 76 miles, 113 MSL, 99 MSL McCall, Idaho.

AMENDMENTS 2/2/67 31 F. R 15531 (Rewritten); 5/25/67 32 F. R. 5497 (Rewritten)

V-294 From Des Moines, Iowa, 12 AGL INT Des Moines 086° and Cedar Rapids, Iowa, 238° radials; 12 AGL Cedar Rapids; 12 AGL Cordova, Ill.

AMENDMENTS 6/22/67 32 F. R. 6435 (Changed)

V-295 From Biscayne Bay, Fla., 12 AGL INT Biscayne Bay 021° and Vero Beach, Fla., 143° radials; 12 AGL Vero Beach, 12 AGL INT Vero Beach, 296° and Orlando, Fla., 161° radials; 12 AGL Orlando; 12 AGL INT Orlando 283° and Cross City, Fla., 150° radials; 12 AGL Cross City. The portion outside the United States has no upper limit.

AMENDMENTS 3/30/67 32 F. R. 2369 (Changed)

V-296 From Asheville, N. C., 12 AGL Fort Mill, S. C.

V-297 From Johnstown, Pa., 12 AGL Ellwood City, Pa.; 12 AGL Akron, Ohio; 12 AGL Strongsville, Ohio; 12 AGL INT Strongsville 304° and Carleton, Mich., 116° radials; 12 AGL Carleton; 12 AGL INT Carleton 327° and Saginaw, Mich., 182° radials; 12 AGL Saginaw; 12 AGL INT Saginaw 353° and Pellston, Mich., 164° radials; 12 AGL Pellston. The airspace within Canada is excluded.

AMENDMENTS 7/20/67 32 F. R. 7391 (Changed); 11/9/67 32 F. R. 12789 (Changed)

V-298 From Yakima, Wash., 12 AGL INT Yakima 129° and Pasco, Wash.; 276° radials; 12 AGL Pasco; 12 AGL Pendleton, Oreg., 74 miles 12 AGL, 43 miles 115 MSL, 99 MSL via McCall, Idaho; 41 mi. 99 MSL, 89 mi. 145 MSL, 12 AGL Dubois, Idaho; 68 mi. 12 AGL, 130 MSL Dunoir, Wyo.; 62 miles 135 MSL, 12 AGL Boysen Reservoir, Wyo.; 9 miles 12 AGL, 34 miles 105 MSL, 12 AGL Casper, Wyo., including a south alternate from Dunoir 43 miles 130 MSL, 15 miles 110 MSL, 12 AGL via Riverton, Wyo., 19 miles 12 AGL, 48 miles 77 MSL, 12 AGL to Casper, excluding the airspace between the main and this south alternate. The airspace within R-6715 is excluded.

AMENDMENTS 9/14/67 32 F. R. 10839 (Changed)

V-299 From Los Angeles, Calif., 12 AGL INT Los Angeles 291° and Fillmore, Calif., 163° radials; 12 AGL Fillmore; 12 AGL Gorman, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-300 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. From Lakehead, Ontario, Canada, 27 miles, 12 AGL, 165 miles, 50 MSL, 12 AGL Whitefish, Mich.; 12 AGL Sault Ste. Marie, Mich., including a 12 AGL N alternate via INT Whitefish 084° and Sault Ste. Marie 328° radials; 12 AGL Wiarton, Ontario, Canada, including a 12 AGL N alternate.
From Sherbrooke, Quebec, Canada, 86 miles 52 MSL, 12 AGL Millinocket, Maine; 12 AGL Fredericton, New Brunswick, Canada. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-301 From Point Reyes, Calif., 12 AGL Santa Rosa, Calif.; 12 AGL Williams, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-302 From Augusta, Maine, 12 AGL INT Augusta 123° and Bangor, Maine, 192° radials.

V-303 From Hot Springs, Ark., 12 AGL Fort Smith, Ark.

V-304 From Amarillo, Tex., 12 AGL via Borger, Tex.; 12 AGL Liberal, Kans. including a 12 AGL W alternate via INT Borger 354° and Liberal 234° radials.

V-305 From El Dorado, Ark., 12 AGL Little Rock, Ark.

V-306 From Austin, Tex., 12 AGL via Navasota, Tex.; 12 AGL Daisetta, Tex.; 12 AGL Lake Charles, La., including a 12 AGL south alternate from Daisetta to Lake Charles via Beaumont.

AMENDMENTS 12/7/67 32 F. R. 14311 (Changed)

V-307 From Chanute, Kans., 12 AGL Emporia, Kans., 12 AGL INT of Emporia 336° and Pawnee City, Nebr., 193° radials; 35 MSL Pawnee City.

AMENDMENTS 9/14/67 32 F. R. 10929 (Added)

V-308 From INT Linden, Va., 273° and Casanova, Va., 284° radials, 12 AGL Casanva; 12 AGL INT Casanova 076° and Nottingham, Md., 271° radials; 12 AGL Nottingham; 12 AGL Kenton, Del.; 12 AGL INT Kenton 086° and Sea Isle, N. J., 050° radials; 12 AGL INT Sea Isle 050° and Hampton, N. Y., 223 radials; 12 AGL Hampton; 12 AGL INT Hampton 059° and Norwich, Conn., 177° radials; 12 AGL Norwich; 12 AGL Putnam, Conn.; 12 AGL INT Putnam 043° and Boston, Mass., 256° radials; 12 AGL Boston. The airspace below 2,000 feet MSL that lies outside the United States and the airspace below 3,000 feet MSL between Kennedy, N. Y., 087° and 141° radials is excluded.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed)

V-309 From Charleston, W. Va., to Allegheny, Pa.

V-310 From Louisville, Ky., 12 AGL London, Ky.; 12 AGL Holston Mountain, Tenn.; 12 AGL INT Holston Mountain 104° and Greensboro, N. C., 280° radials; 12 AGL Greensboro; 12 AGL Raleigh-Durham, N. C.; 12 AGL Rocky Mount, N. C.; 12 AGL Elizabeth City, N. C.

AMENDMENT 9/14/67 32 F.R. 10433 (Changed)

V-311 From Norcross, Ga., 12 AGL INT Norcross 055° and Anderson, S. C., 267° radials; 12 AGL Anderson; 12 AGL Greenwood, S. C.; 12 AGL Columbia, S. C.

V-312 From Coyle, N. J., 12 AGL INT Hampton, N. Y., 223° and Kennedy, N. Y., 159° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

V-313 From Malden, Mo., 12 AGL Cape Girardeau, Mo.; 12 AGL Centralia, Ill., including a 12 AGL E alternate from Cape Girardeau to Centralia via Marion, Ill.; 12 AGL Decatur, Ill.; 12 AGL Pontiac, Ill.

V-314 From Quebec, Province of Quebec, Canada, 99 miles 55 MSL, 12 AGL Millinocket, Maine; 12 AGL Princeton, Maine; 12 AGL St. John, New Brunswick, Canada. The airspace within Canada is excluded.

V-315 From Paris, Tex., 12 AGL Page, Okla.

V-316 From Sault Ste. Marie, Mich., 12 AGL Sudbury, Ontario, Canada. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed)

V-318 From Quebec, Province of Quebec, Canada, 81 miles 65 MSL, 26 miles 85 MSL, 12 AGL Houlton, Maine. The airspace within Canada is excluded.

V-319 From Boysen Reservoir, Wyo., 12 AGL Worland, Wyo.; 12 AGL Cody, Wyo.

AMENDMENTS 10/12/67 32 F. R. 12388 (Added)

V-320 From Peck, Mich., 12 AGL Toronto, Ont., Canada. The airspace within Canada is excluded.

V-321 From Atlanta, Ga., 12 AGL INT Atlanta 264° and Gadsden, Ala., 130° radials; 12 AGL Gadsden; 12 AGL INT Gadsden 333° and Huntsville, Ala., 149° radials; 12 AGL Huntsville.

V-322 From INT Sherbrooke, Quebec, Canada, 150° and Montpelier, Vt., 069° radials; 12 AGL Sherbrooke. The airspace within Canada is excluded.

V-325 From Gadsden, Ala., 12 AGL Muscle Shoals, Ala., including a 12 AGL E alternate via INT Gadsden 318° and Decatur, Ala., 130° radials, and Decatur.

V-326 From Fillmore, Calif., 12 AGL INT Fillmore 163° and Van Nuys, Calif., 270° radials; 12 AGL Van Nuys.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-327 From Phoenix, Ariz., 12 AGL via INT of Phoenix 004° and Flagstaff, Ariz., 187° radials; 12 AGL Flagstaff.

V-328 From Jackson, Wyo., 12 AGL, Dubois, Idaho.

V-330 From Jackson, Wyo., 12 AGL, Idaho Falls, Idaho.

V-332 From Moline, Ill., 12 AGL Bradford, Ill.; 12 AGL Peotone, Ill.; 12 AGL Knox, Ind.; 12 AGL South Bend, Ind. From Lansing, Mich., 12 AGL Mount Pleasant, Mich.; 12 AGL Traverse City, Mich.

AMENDMENTS 4/27/67 32 F. R. 3219 (Changed); 11/9/67 32 F. R. 12789 (Changed)

V-335 From Maryland Heights, Mo., 12 AGL Marion, Ill.

V-421 From Zuni, N. Mex., 12 AGL via Gallup, N. Mex.; 12 AGL Farmington, N. Mex.; 12 AGL Durango, Colo.; 12 AGL Gunnison, Colo.

V-422 From Chicago Heights, Ill., 12 AGL INT Chicago Heights 117° and Knox, Ind., 276° radials; 12 AGL Knox; 12 AGL Wolflake, Ind.; 12 AGL INT Wolflake 096° and Findlay, Ohio, 289° radials; 12 AGL Findlay.

V-423 From Williamsport, Pa., 12 AGL Binghamton, N. Y.; 12 AGL Ithaca, N. Y.; 12 AGL INT Ithaca 357° and Syracuse, N. Y., 210° radials; 12 AGL Syracuse.

V-424 From Blue Springs, Mo., 12 AGL INT Blue Springs 078° and Macon, Mo., 236° radials; 12 AGL Macon.

AMENDMENTS 7/20/67 32 F. R. 7589 (Rewritten); Corr: 32 F. R. 8405;

V-425 From Brookley, Ala., 12 AGL INT Boookley 357° and Mobile, Ala., 048° radials.

V-426 From Richwoods, Mo., 12 AGL, via St. Louis, Mo., 12 AGL to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

V-427 From Newcomerstown, Ohio, 12 AGL Briggs, Ohio.

V-428 From Elmira, N. Y., 12 AGL Ithaca, N. Y.; 12 AGL Georgetown, N. Y.; 12 AGL Utica, N. Y.

V-429 From Decatur, Ill., 12 AGL Champaign, Ill.; 12 AGL Roberts, Ill.; 12 AGL Joliet, Ill.; 12 AGL INT Joliet 008° and Naperville, Ill., 340° radials; 12 AGL INT Naperville 340° and Milwaukee, Wis., 198° radials; 12 AGL Milwaukee.

V-430 From Williston, N. Dak., 12 AGL Minot, N. Dak.; 35 miles, 7 miles wide (3 miles N and 4 miles S of centerline) 12 AGL INT Minot 097° and Devils Lake, N. Dak., 273° radials; 12 AGL Devils Lake; 12 AGL Grand Forks, N. Dak.; 12 AGL Bemidji, Minn., including a 12 AGL north alternate via Thief River Falls, Minn.; 12 AGL Grand Rapids, Minn.; 12 AGL Duluth, Minn., including a 12 AGL N alternate from Grand Rapids, to Duluth via Hibbing, Minn., excluding the airspace between the main and this N alternate airway; 12 AGL Ironwood, Mich.; 12 AGL Iron Mountain, Mich.; 12 AGL Escanaba, Mich. From Traverse City, Mich.; 12 AGL Gaylord, Mich.; 12 AGL Alpena, Mich.

AMENDMENTS 2/2/67 31 F. R. 15796 (Changed); 3/2/67 31 F. R. 16200 (Changed)

AMENDMENTS 6/22/67 32 F. R. 6435 (Changed); 10/12/67 32 F. R. 12388 (Changed)

AMENDMENTS 11/9/67 32 F. R. 12789 (Changed)

V-431 From Boston, Mass., 12 AGL INT Boston 015° and Gardner, Mass., 097° radials; 12 AGL Gardner. From Keene, N. H., 12 AGL Glens Falls, N. Y.; 12 AGL INT Glens Falls 286° and Albany, N.Y., 350° radials.

V-432 From Thermal, Calif., 12 AGL Parker, Calif.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-433 From Washington, D. C., 12 AGL INT Baltimore, Md., 223° and Kenton, Del., 262° radials; 12 AGL INT Kenton 262° and New Castle, Del., 222° radials; 12 AGL New Castle; 12 AGL Yardley, Pa.; 12 AGL INT Yardley 059° and La Guardia, N. Y., 231° radials; 12 AGL La Guardia; 12 AGL INT La Guardia 059° and Carmel, N. Y., 127° radials; 12 AGL Bridgeport, Conn.; 12 AGL INT Bridgeport 005° and Hartford, Conn., 280 radials.

V-434 From Ottumwa, Iowa, 12 AGL Moline, Ill.; 12 AGL Peoria, Ill.

V-435 From Rosewood, Ohio, 12 AGL Attica, Ohio.

V-437 From Daytona Beach, Fla., 37 miles 12 AGL, 76 miles 75 MSL, 12 AGL Savannah, Ga.; 12 AGL Charleston, S.C.; 12 AGL Florence, S. C., including a 12 AGL E alternate via INT Charleston 029° and Florence 178° radials.

AMENDMENTS 7/20/67 32 F. R. 7252 (Changed)

V-439 From Dickinson, N. Dak., 13 miles, 12 AGL, 62 miles, 40 MSL, 12 AGL Williston, N. Dak.

AMENDMENTS 3/2/67 31 F. R. 16200 (Rewritten)

V-441 From St. Petersburg, Fla., 12 AGL INT St. Petersburg 010° and Ocala, Fla., 213° radials; 12 AGL Ocala, including a 12 AGL E alternate via INT St. Petersburg 040° and Ocala 171° radials.

V-442 From Hector, Calif., 12 miles 12 AGL, 38 miles 85 MSL, 14 miles 75 MSL, 12 AGL INT Needles, Calif., 272° and Goffs, Calif., 163° radials; 12 AGL INT Goffs 163° and Parker, Calif., 333° radials; 12 AGL Parker.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-443 From Bellaire, Ohio, 12 AGL Newcomerstown, Ohio, 12 AGL Tiverton, Ohio; 12 AGL Cleveland, Ohio, including a 12 AGL E alternate via INT Tiverton 017° and Cleveland 138° radials; 12 AGL INT Cleveland 049° and Aylmer, Ont., Canada, 205° radials; 12 AGL Aylmer. This airspace within Canada is excluded.

V-445 From La Guardia, N. Y., 12 AGL INT La Guardia 034° and Hartford, Conn., 245° radials.

V-446 From Troy, Ill., 12 AGL INT Troy 099° and Centralia, Ill., 056° radials; 12 AGL **Samsville, Ill.**

V-447 From Montpelier, Vt., 12 AGL INT Montpelier 020° and Sherbrooke, Quebec, Canada, 217° radials; 12 AGL Sherbrooke. The airspace within Canada is excluded.

V-448 From Portland, Oreg., 12 AGL Yakima, Wash., including a 12 AGL south alternate; 12 AGL Ephrata, Wash.

AMENDMENTS 7/20/67 32 F. R. 7588 (Rewritten)

V-449 From DeLancey, N. Y., 12 AGL Rockdale, N. Y.; 12 AGL INT Rockdale 348° and Utica, N. Y., 280 radials.

V-450 From Muskegon, Mich., 12 AGL Green Bay, Wis.

V-451 From INT Whitman, Mass., 177° and Providence, R.I., 118° radials, 12 AGL Whitman; 12 AGL Boston, Mass.

V-454 From Monroeville, Ala., 12 AGL INT Monroeville 073° and Eufaula, Ala., 258° radials; 12 AGL INT Eufaula 258° and Columbus, Ga., 219° radials; 12 AGL Columbus; 12 AGL INT Columbus 019° and Atlanta, Ga., 233° radials; 12 AGL Atlanta; 12 AGL Rex, Ga.; 12 AGL INT Rex 090° and Greenwood, S. C., 240° radials; 12 AGL Greenwood; 12 AGL INT Greenwood 060° and Fort Mill, S. C. 227° radials; 12 AGL Fort Mill; 12 AGL Liberty, N. C.; 12 AGL Lawrenceville, Va.; 12 AGL Hopewell, Va.

V-455 From New Orleans, La., 12 AGL via Picayune, Miss.; 12 AGL Hattiesburg, Miss., including a 12 AGL E alternate from New Orleans to Hattiesburg via INT New Orleans 070° and Gulfport, Miss., 247° radials, Gulfport, INT Gulfport 344° and Hattiesburg 171° radials, and also a 12 AGL W alternate from New Orleans to Hattiesburg via INT New Orleans 357° and Hattiesburg 221° radials; 6 mi. wide, 12 AGL Meridian, including a 12 AGL W alternate via INT Hattiesburg 010° and Meridian 230° radials.

V-457 From Norwich, Cann., 12 AGL Providence, R. I.; 12 AGL INT Providence 013° and Boston, Mass., 223° radials; 12 AGL Boston.

V-458 From Julian, Calif., 12 AGL INT Julian 130° and Imperial, Calif., 272° radials; 12 AGL Imperial.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-459 From Long Beach, Calif., 12 AGL Lake Hughes, Calif.; 12 AGL Porterville, Calif., 12 AGL Friant, Calif.; 12 AGL INT Friant 319° and Linden, Calif., 124° radials; 12 AGL Linden.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 3/2/67 32 F. R. 47 (Changed)

V-460 From Julian, Calif., 12 AGL INT Julian 055° and Blythe, Calif., 272° radials; 12 AGL Blythe.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-461 From Gila Bend, Ariz., 12 AGL Buckeye, Ariz.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

V-462 From Houghton, Mich., 10 miles, 12 AGL, 80 miles, 30 MSL, 44 miles, 25 MSL, 12 AGL Whitefish, Mich.; 12 AGL Sault Ste. Marie, Mich. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Rewritten); 6/22/67 32 F. R. 6435 (Changed)

V-464 From Dunkirk, N. Y., 12 AGL Geneseo, N. Y.

V-465 From Elko, Nev., 12 AGL Wells, Nev.; 12 miles; 12 AGL, 30 miles, 115 MSL, 20 miles, 90 MSL, 36 miles, 115 MSL, 24 miles, 95 MSL, 12 AGL Malad City, Idaho; 39 miles 12 AGL, 53 miles 124 MSL, 12 AGL Jackson, Wyo.; 12 AGL Dunoir, Wyo.; 14 miles, 12 AGL, 45 miles, 137 MSL, 12 AGL Billings, Mont. From Miles City, Mont., 12 AGL Williston, N. Dak., including a 12 AGL E alternate.

AMENDMENTS 3/2/67 31 F. R. 16200 (Changed); 9/14/67 32 F. R. 10507 (Changed); Corr: 32 F. R. 11773

V-467 From La Guardia, N. Y., 12 AGL Madison, Conn.

V-469 From Danville, Va., 12 AGL Lynchburg, Va.

V-470 From Marquette, Mich., 35 miles, 12 AGL, 20 miles, 25 MSL INT Marquette 067° and Whitefish, Mich., 282° radials; 44 miles, 25 MSL, 12 AGL Whitefish. The airspace within Canada is excluded.

AMENDMENTS 2/2/67 31 F. R. 15796 (Rewritten); 6/22/67 32 F. R. 6435 (Changed)

V-471 From INT Princeton, Maine, 208° and Bangor, Maine, 132° radials; 12 AGL Bangor; 12 AGL Millinocket, Maine; 12 AGL Houlton, Maine; 12 AGL INT Houlton 085° and the United States/ Canadian border.

V-472 From Elizabeth City, N. C., 12 AGL via INT Elizabeth City 243° and Kinston, N. C., 029° radials; 12 AGL Kinston.

V-474 From Bellaire, Ohio, 12 AGL Indian Head, Pa.; 12 AGL St. Thomas, Pa.; 12 AGL INT St. Thomas 088° and West Chester, Pa., 274° radials; 12 AGL West Chester; 12 AGL INT West Chester 095° and Woodstown, N. J., 043° radials.

V-475 From Deer Park, N. Y., 12 AGL Madison, Conn.; 12 AGL Putnam, Conn., including a 12 AGL E alternate via Norwich, Conn.

V-476 From Washington, D. C., 12 AGL Baltimore, Md.; 12 AGL Millville, N. J.

V-477 From Houston, Tex., 12 AGL via Leona, Tex., including a 12 AGL E alternate via INT Houston 354° and Leona 143° radials and also a 12 AGL W alternate via INT Houston 314° and Leona 173° radials; 12 AGL INT Leona 338° and Dallas, Tex., 170° radials; 12 AGL Dallas, including a 12 AGL E alternate.

V-478 From Falmouth, Ky., 12 AGL Newcombe, Ky.; 12 AGL Beckley, W. Va.

V-479 From Northbrook, Ill., 12 AGL INT Northbrook 347° and Milwaukee, Wis., 161° radials; 12 AGL Milwaukee.

AMENDMENTS 2/2/67 32 F. R. 50 (Changed)

V-483 From Sparta, N. J., 12 AGL Huguenot, N. Y.; 12 AGL DeLancey, N. Y.; 12 AGL Rockdale, N. Y.; 12 AGL INT Rockdale 325° and Syracuse, N. Y., 100° radials; 12 AGL Syracuse.

V-484 From Twin Falls, Idaho, 49 miles 12 AGL, 34 miles 114 MSL, 12 AGL Salt Lake City, Utah; 25 miles, 12 AGL, 31 miles, 125 MSL, 12 AGL Myton, Utah;
14 miles, 79 MSL, 33 miles, 100 MSL, 12 AGL Grand Junction, Colo.; 12 AGL Gunnison, Colo., including a 12 AGL south alternate via INT Grand Junction 129° and Gunnison 264° radials; 13 miles, 112 MSL, 131 MSL INT Gunnison 110° and Alamosa, Colo., 339° radials; 12 AGL Alamosa.

AMENDMENT 2/2/67 31 F.R. 15531 (Changed); 7/20/67 32 F. R. 7251 (Changed); 7/20/67 32 F. R. 7252 (Changed)

V-485 From Ventura, Calif., 6 miles wide, 12 AGL INT Ventura 331° and Fellows, Calif., 142° radials; 12 AGL Fellows; 12 AGL Priest, Calif.; 12 AGL INT of Priest 325° and San Jose, Calif., 137° radials; 12 AGL San Jose. The airspace within W-289
and R-2520, the airspace within R-2519 more than 3 statute miles W of the airway centerline and the airspace within R-2519 below 5,000 feet MSL is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed)

V-487 From INT LaGuardia, N. Y., 034° and Carmel, N. Y., 188° radials; 12 AGL Carmel; 12 AGL Pawling, N. Y.; 12 AGL Cambridge, N. Y.; 12 AGL INT Cambridge 002° and Glens Falls, N. Y., 032° radials; 12 AGL Burlington, Vt.; 12 AGL INT Burlington 359° and St. Jean, Quebec, Canada, 158° radials; 12 AGL St. Jean. The airspace within Canada is excluded.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed); 5/10/67 32 F. R. 7392 (Changed)

V-489 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; 12 AGL Sparta; 12 AGL Kingston, N. Y.; 12 AGL Albany, N. Y.; 12 AGL Glens Falls, N. Y.; 12 AGL Plattsburgh, N. Y.

V-490 From Utica, N. Y., 12 AGL Cambridge, N. Y.; 12 AGL Manchester, N. H.; 12 AGL INT Manchester 117° and Boston, Mass., 015° radials.

V-491 From Lafayette, Ind., 12 AGL INT Lafayette 313° and Peotone, Ill., 153° radials; 12 AGL Peotone.

V-492 From St. Petersburg, Fla., 12 AGL La Belle, Fla.; 12 AGL Pahokee, Fla.; 12 AGL Palm Beach, Fla., including a 12 AGL S alternate from La Belle to Palm Beach via INT La Belle 112° and Palm Beach 252° radials, and also a 12 AGL N alternate from La Belle to Palm Beach via INT La Belle 043° and Palm Beach 314° radials.

V-493 From Livingston, Tenn., 12 AGL Lexington, Ky.; 12 AGL York, Ky.; 12 AGL Appleton, Ohio; 12 AGL Waterville,
Ohio; 12 AGL Carleton, Mich.; 12 AGL INT Carleton 327° and Flint, Mich., 202° radials; 12 AGL Flint.

AMENDMENTS 4/27/67 32 F. R. 3091 (Changed); 11/9/67 32 F. R. 13219 (Changed)

V-494 From Ukiah, Calif., 12 AGL INT Ukiah 147° and Santa Rosa, Calif., 325° radials; 12 AGL Santa Rosa; 12 AGL Sacramento, Calif.; 12 AGL INT Sacramento 038° and Lake Tahoe, Calif., 249° radials; 12 AGL Lake Tahoe; 12 AGL INT Lake Tahoe 078° and Hazen, Nev., 244° radials; 12 AGL Hazen.

AMENDMENTS 3/2/67 32 F. R. 47 (Changed); 7/20/67 32 F. R. 7252 (Changed)
AMENDMENT 9/14/67 32 F. R. 10507 (Changed)

V-496 From Utica, N. Y., 12 AGL Glens Falls, N. Y.

V-497 From John Day, Oreg., 49 miles, 65 MSL, 12 AGL The Dalles, Oreg.

AMENDMENTS 7/20/67 32 F. R. 7588 (Rewritten)

V-500 From Portland, Oreg., 12 AGL Newberg, Oreg.; 41 miles, 12 AGL, 70 MSL John Day, Oreg.; 30 miles, 12 AGL, 71 miles, 105 MSL, 12 AGL Boise, Idaho; 21 miles, 12 AGL, 28 miles, 90 MSL, 48 miles, 95 MSL, 25 miles, 75 MSL, 12 AGL Pocatello, Idaho.

AMENDMENTS 6/22/67 32 F. R. 6434 (Changed)

AMENDMENTS 7/20/67 32 F. R. 7588 (Rewritten); Corr: 32 F. R. 9220;

PENDING AMENDMENT

In V-500 "21 miles, 12 AGL, 28 miles, 90 MSL, 48 miles, 95 MSL, 25 miles, 75 MSL, 12 AGL Pocatello, Idaho." is deleted and "25 miles, 12 AGL, 25 miles, 90 MSL, 48 miles, 95 MSL, 25 miles, 75 MSL, 12 AGL Pocatello, Idaho." is substituted therefor. 2/29/68 32 F. R. 20630 (Changed)

V-501 From Martinsburg, W. Va., 12 AGL St. Thomas, Pa.; 12 AGL Philipsburg, Pa. From Wellsville, N.Y.; 12 AGL INT Elmira, N. Y., 357° and Geneseo, N.Y., 091° radials.

V-502 From Louisville, Ky., 12 AGL Falmouth, Ky.

V-516 From Liberal, Kans., 12 AGL Anthony, Kans.; 12 AGL Ponca City, Okla.; 12 AGL Oswego, Kans.

V-518 From Fillmore, Calif., 12 AGL INT Fillmore 102° and Ventura, Calif., 061° radials; 12 AGL INT Ventura 061° and Palmdale, Calif., 233° radials; 12 AGL Palmdale,

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-520 From Portland, Oreg., via The Dalles, Oreg.; Pasco, Wash.; 12 AGL Walla Walla, Wash.; 12 AGL to Lewiston, Idaho.

AMENDMENTS 5/25/67 32 F. R. 3438 (Changed); Eff. date changed 8/17/67 32 F. R. 5988

V-524 From Laramie, Wyo., 12 AGL INT Laramie 069° and Scottsbluff, Nebr., 254° radials; 12 AGL Scottsbluff; 18 miles, 12 AGL, 93 miles, 54 MSL, 12 AGL North Platte, Nebr.

AMENDMENTS 7/20/67 32 F. R. 7251 (Changed)

V-530 From Texico, N. Mex., 12 AGL Childress, Tex.

V-536 From Redmond, Oreg., 32 miles, 12 AGL, 58 miles, 71 MSL, 12 AGL Pendleton, Oreg.; 12 AGL Walla Walla, Wash.; 12 AGL Pullman, Wash.; 27 mi. 12 AGL, 85 MSL Mullan Pass, Idaho; 5 miles, 12 AGL, 34 miles, 95 MSL, 12 AGL Kalispell, Mont.; 20 miles, 12 AGL, 41 miles, 115 MSL, 12 AGL Great Falls, Mont.

AMENDMENTS 3/2/67 31 F. R. 16200 (Changed); 6/22/67 32 F. R. 6434 (Changed)

V-538 From Twentynine Palms, Calif., 12 AGL INT Twentynine Palms 043° and Goffs, Calif., 200° radials; 23 miles 95 MSL, 21 miles 75 MSL, 12 AGL Goffs; 12 AGL Las Vegas, N. Nev. The airspace within R-2501 is excluded.

AMENDMENTS 3/2/67 32 F. R. 47 (Rewritten)

§71.125 Alaskan VOR Federal Airways.

V-307 From Sandspit, British Columbia, via Annette Island, Alaska; Biorka Island, Alaska; to Sisters Island, Alaska, excluding the airspace within Canada.

V-317 From Ethelda Bay, British Columbia RBN; Annette Island, Alaska, including a west alternate from Ethelda Bay, British Columbia RBN to Annette Island, Alaska, via the INT of Sandspit, British Columbia 039° and Annette Island, Alaska, 167° radials; Level Island, Alaska; Sisters Island, Alaska; INT of Sisters Island 272° and Yakutat, Alaska, 139° radials; Yakutat; Johnstone Point, Alaska; INT Johnstone Point 286° and Anchorage, Alaska, 117° radial; to Anchorage, including an S alternate from Johnstone Point to Anchorage via INT of Johnstone Point 275° and Anchorage 130° radials, excluding the airspace below 2,000 feet MSL outside the United States and the airspace within Canada.
AMENDMENTS 12/7/67 32 F. R. 13760 (Changed); 1/4/68 32 F. R. 15635 (Changed)

V-436 From King Salmon, Alaska, via INT of King Salmon 068° and Kenai, Alaska, 217° radials; Kenai, including an E alternate from INT of King Salmon 068° and Kenai 217° radials to Kenai via Homer; to Anchorage, Alaska.

V-438 From Kodiak, Alaska, via Homer, Alaska, including an W alternate; INT of Homer 027° and Anchorage, Alaska, 198° radials; Anchorage; Big Lake, Alaska; Fairbanks, Alaska; to Fort Yukon, Alaska, including an E alternate. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENT 2/2/67 31 F.R. 15237 (Changed)

V-440 From Seattle, Wash., 12 AGL Victoria, British Columbia; Sandspit, British Columbia, via Biorka Island, Alaska; Yakutat, Alaska; Middleton Island, Alaska; Anchorage, Alaska, including an S alternate from Middleton Island to Anchorage via INT Middleton Island 298° and Anchorage 163° radials, excluding the airspace between the main and this alternate airway; McGrath, Alaska; Unalakleet, Alaska; to Nome, Alaska.
The airspace below 2,000 feet MSL outside the United States is excluded. The airspace within Canada is excluded.
AMENDMENTS 2/2/67 31 F. R. 15799 (Changed); 7/20/67 32 F. R. 7588 (Changed)

V-444 From Bettles, Alaska, via Fairbanks, Alaska, including an S alternate from Bettles to Fairbanks via INT of Bettles 155° and Fairbanks 307° radials; Big Delta, Alaska; Northway, Alaska; to Burwash Landing, Yukon Territory, RR, excluding the portion within Canada.

V-452 From Nome, Alaska, via Moses Point, Alaska, including an N alternate; Galena, Alaska, to Nenana, Alaska.

V-453 From King Salmon, Alaska, via Dillingham, Alaska, including an S alternate; INT Bethel, Alaska, 143° and Dillingham 308° radials; to Bethel.

V-456 From King Salmon, Alaska, to Anchorage, Alaska.

V-463 From Anchorage, Alaska, to INT of Anchorage 330° and Big Lake, Alaska, 294° radials.

V-480 From Bethel, Alaska, via McGrath, Alaska; Nenana, Alaska; to Fairbanks, Alaska.

V-488 From Galena, Alaska, via INT Galena 074° and Tanana, Alaska, 260° radials; Tanana, including an S alternate; to Fairbanks, Alaska.

V-498 From McGrath, Alaska, via Galena, Alaska, to Kotzebue, Alaska.

V-504 From Nenana, Alaska, to Bettles, Alaska.

V-506 From INT of Kodiak, Alaska, 107° radial and the NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., via Kodiak; INT of Kodiak 332° and King Salmon, Alaska, 097° radials; King Salmon; Bethel, Alaska; Nome, Alaska; to Kotzebue, Alaska, excluding the airspace below 2,000 feet MSL outside the United States.

V-508 From Middleton Island, Alaska, to Kenai, Alaska. The airspace within W-533 is excluded.

V-510 From McGrath, Alaska, via INT of McGrath 123° and Big Lake, Alaska, 294° radials; to Big Lake.

§71.127 **Hawaiian VOR Federal Airways.**

V-1 HAWAII From INT Upolu Point, Hawaii, 093° and Hilo, Hawaii, 334° radials, 12 AGL INT Upolu Point 093° and Hilo 034° radials; 12 AGL Hilo.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-2 HAWAII From South Kauai, Hawaii, 12 AGL Lihue, Hawaii, 12 AGL INT Lihue 130° and Honolulu, Hawaii, 269° radials; 12 AGL Honolulu; 12 AGL INT Honolulu 113° and Lanai, Hawaii, 304° radials; 12 AGL Lanai, including a 12 AGL south alternate; 12 AGL INT Lanai 107° and Upolu Point, Hawaii, 305° radials; 12 AGL Upolu Point; 12 AGL INT Upolu Point 093° and Hilo, Hawaii, 334° radials; 12 AGL Hilo; 12 AGL INT Hilo 091° and the 022° bearing from Pahoa, Hawaii, RBN. The airspace within R-3104 is excluded.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-3 HAWAII From INT Kamuela, Hawaii, 245° and Upolu Point, Hawaii, 211° radials, 12 AGL Kamuela; 12 AGL INT Kamuela 067° and Hilo, Hawaii, 334° radials.

AMENDMENTS 3/30/67 32 F. R. 2442 (Added); 3/23/67 32 F. R. 5412 (Rewritten)

V-4 HAWAII From INT Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials, 54 miles, 35 MSL, 12 AGL Koko Head; 15 miles, 12 AGL, 25 MSL INT Koko Head 065° and Upolu Point, Hawaii, 002° radials.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-5 HAWAII From Kona, Hawaii, 12 AGL INT Kona 338° and Maui, Hawaii, 179° radials, including a 12 AGL west alternate via INT Kona 323° and Maui 179° radials.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-6 HAWAII From INT Molokai, Hawaii, 067° and Maui, Hawaii 331° radials, 12 AGL Maui; 12 AGL INT Maui 080° and Hilo, Hawaii, 334° radials; 12 AGL Hilo.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-7 HAWAII From Lanai, Hawaii, 12 AGL Molokai, Hawaii.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-8 HAWAII From INT Honolulu, Hawaii, 179° and Molokai, Hawaii, 268° radials, 12 AGL Molokai; 30 miles 12 AGL, 25 MSL INT Molokai 067° and Upolu Point, Hawaii, 010° radials.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-9 HAWAII From INT Lanai, Hawaii, 224° and Honolulu, Hawaii, 179° radials, 12 AGL Honolulu. The airspace above FL-300 within W-321 (Area C) is excluded.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-10 HAWAII From Hilo, Hawaii, 39 miles 12 AGL, 25 MSL INT Hilo 051° and Upolu Point, Hawaii, 081° radials.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-11 HAWAII From INT Kona, Hawaii, 323° and Upolu Point, Hawaii 211° radials; 12 AGL Upolu Point; 12 AGL INT Upolu Point 349° and Maui, Hawaii, 080° radials.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-12 HAWAII From INT Lihue, Hawaii, 195° and Honolulu, Hawaii, 269° radials, 38 miles, 35 MSL, 12 AGL Honolulu; 12 AGL Koko Head, Hawaii; 14 miles 12 AGL, 25 MSL INT Koko Head 050° and Maui, Hawaii, 012° radials.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-13 HAWAII From Lihue, Hawaii, 12 AGL INT Lihue 145° and Honolulu, Hawaii, 269° radials; 12 AGL INT South Kauai, Hawaii, 133° and Koko Head, Hawaii 254° radials; 12 AGL Koko Head.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-14 HAWAII From INT South Kauai, Hawaii, 271° radial and longitude 161°20'00" W.; 50 MSL longitude 159°42'00" W.; 12 AGL South Kauai; 12 AGL INT South Kauai 133° and Koko Head, Hawaii, 254° radials; 12 AGL Koko Head.

AMENDMENTS 2/2/67 31 F. R. 16494 (Changed); 3/23/67 32 F. R. 5412 (Rewritten)

V-15 HAWAII From INT South Kauai, Hawaii, 288° radial and longitude 161°15'00" W.; 50 MSL longitude 159°42'00" W.; 12 AGL South Kauai; 12 AGL INT South Kauai, 108° and Lihue, Hawaii, 130° radials; 12 AGL INT Lihue 130° and Honolulu, Hawaii, 269° radials; 12 AGL Honolulu, 12 AGL Koko Head, Hawaii; 12 AGL Molokai, Hawaii, 12 AGL Maui, Hawaii; 12 AGL INT Maui 095° and Hilo, Hawaii, 334° radials; 12 AGL Hilo.

AMENDMENTS 2/2/67 31 F. R. 16494 (Changed); 3/23/67 32 F. R. 5412 (Rewritten)

V-16 HAWAII From Honolulu, Hawaii, 12 AGL INT Honolulu 179° and Lanai, Hawaii, 289° radials; 12 AGL Lanai; 12 AGL Upolu Point, Hawaii; 12 AGL INT Upolu Point 108° and Hilo, Hawaii, 034° radials; 12 AGL Hilo.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

V-17 HAWAII From INT Lanai, Hawaii, 118° and Maui, Hawaii, 201° radials; 12 AGL Maui.

AMENDMENTS 3/23/67 32 F. R. 5412 (Rewritten)

SUBPART D - CONTINENTAL CONTROL AREA

§ 71.151 Restricted areas included.

The airspace of the following restricted areas at or above 14,500 feet MSL and 1500 feet or more above the surface of the earth is continental control area:

R-2102 Fort McClellan, Ala.
R-2104A Huntsville, Ala.
R-2202A Big Delta, Alaska
R-2203A Eagle River, Alaska
R-2203B Eagle River, Alaska
R-2205 Yukon, Alaska
R-2301 Ajo, Arizona.
R-2303A Fort Huachuca, Arizona.
R-2303B Fort Huachuca, Arizona.
R-2304 Gila Bend, Arizona.
R-2305 Gila Bend, Arizona.
R-2306A Yuma West, Ariz.
R-2306B Yuma West, Ariz.
R-2307 Yuma, Arizona
R-2308A Yuma East, Ariz.
R-2308B Yuma East, Ariz.
R-2402 Fort Chaffee, Ark.
R-2501 Bullion Mountains, Calif.
R-2502 Fort Irwin, Calif.
R-2503 Camp Pendleton, Calif.
R-2505 China Lake, Calif.
R-2507 Chocolate Mountains, Calif.
R-2508 California Complex.
R-2509 Cuddeback Dry Lake, Calif.
R-2510 El Centro, Calif.
R-2512 Holtville, Calif.
R-2513 Hunter-Liggett, Calif. 3/31/67 32 F. R. 5412 (Changed)
R-2515 Muroc Lake, Calif.
R-2519 Point Mugu. California
R-2521 Salton Sea, Calif.
R-2524 Trona, Calif.
R-2525 Vernalis, Calif.
R-2532 Blythe, Calif. 12/7/67 32 F. R. 14154 (Added)
R-2601 Fort Carson, Colo.
R-2602 Fort Carson, Colo.

R-2901C	Avon Park West, Fla.	
R-2902A	Cape Kennedy, Fla.	6/27/67 32 F. R. 9642 (Added)
R-2902B	Cape Kennedy, Fla.	6/27/67 32 F. R. 9642 (Added)
R-2903B	Stevens Lake, Fla.	
R-2907	Lake George, Fla.	
R-2910	Pinecastle, Fla.	
R-2914	Valparaiso. Fla.	
R-2915A	Eglin AFB, Fla.	
R-2915B	Eglin AFB, Fla.	
R-3002B	Fort Benning, Ga.	
R-3004	Fort Gordon, Ga.	
R-3005A	Fort Stewart. Ga.	
R-3005B	Fort Stewart. Ga.	
R-3401	Camp Atterbury. Ind.	
R-3403	Jefferson Proving Ground, Ind.	
R-3601	Brookville, Kansas	
R-3602	Manhattan, Kans.	
R-3702	Fort Campbell, Ky.	
R-3703	Fort Campbell, Ky.	
R-3704	Fort Knox, Ky.	
R-3801	Camp Claiborne, La.	
R-3803	Fort Polk. La.	
R-3804A	Fort Polk. La.	
R-3804C	Fort Polk, La.	
R-4001	Aberdeen, Md.	
R-4005	Patuxent River, Md.	4/20/67 32 F. R. 6556 (Added)
R-4006	Patuxent River, Md.	4/20/67 32 F. R. 6556 (Added)
R-4105	No Man's Land Island, Mass.	
R-4201	Camp Grayling, Mich.	
R-4207	Upper Lake Huron, Mich.	
R-4301	Camp Ripley, Minn.	
R-4305	Lake Superior, Minn.	
R-4401	Camp Shelby, Miss.	
R-4803	Fallon, Nev.	
R-4804	Twin Peaks, Nev.	
R-4806	Las Vegas, Nev.	
R-4810	Desert Mountains, Nevada	
R-4812	Sand Springs, Nev.	
R-4813	Carson Sink, Nev.	
R-4814A	Tonopah, Nev.	8/17/67 32 F. R. 10507 (Added)
R-4814B	Tonopah, Nev.	8/17/67 32 F. R. 10507 (added)
R-4902	Nashua, N. H. (Temporary)	
R-5103A	McGregor, N. Mex.	
R-5103B	McGregor, N. Mex.	
R-5104	Melrose, N. Mex.	
R-5106	Orogrande. N. Mex.	
R-5107A	White Sands Proving Grounds, N. Mex.	
R-5107C	White Sands Proving Grounds, N. Mex.	
R-5107D	White Sands Proving Grounds, N. Mex.	7/20/67 32 F. R. 8024 (Added)
R-5109A	White Sands, N. Mex.	
R-5109B	White Sands, N. Mex.	
R-5116A	Elephant Butte, N. Mex. (East)	
R-5111B	Elephant Butte, N. Mex. (West)	
R-5112	Magdalena, N. Mexico	
R-5114	Fort Wingate, N. Mex.	
R-5116A	White Sands Proving Grounds, N. Mex.	
R-5314	Dare County, N. C.	
R-5502	La Carne, Ohio	
R-5503	Wilmington, Ohio	
R-5504	Wilmington, Ohio	
R-5601B	Fort Sill, Okla.	
R-5601C	Fort Sill, Okla.	
R-5701	Boardman, Oreg.	
R-6001	Fort Jackson, S. C.	
R-6302A	Fort Hood. Texas	
R-6302B	Fort Hood. Texas	
R-6302C	Fort Hood. Texas	
R-6303	Matagorda Island, Tex.	
R-6312	Cotulla, Texas	
R-6404A	Hill AFB Rangs South, Utah	
R-6404B	Hill AFB Range North, Utah	
R-6405	Wendover, Utah	
R-6406A	Wendover North, Utah	
R-6406B	Wendover South, Utah	
R-6407	Dugway West, Utah	
R-6408	Indian Creek. Utah	
R-6409	Green River. Utah	
R-6410	Blanding Utah	
R-6411	Hanksville, Utah	

R-6604 Chincoteague Inlet, Va. 12/7/67 32 F. R. 14891 (Added)
R-6611 Dahlgren Complex, Va.
R-6613 Dahlgren Complex, Va.
R-6714 Yakima, Wash.
R-6903 Sheboygan, Wis.
R-6904 Volk Field, Wis.
R-7001 Guernsey, Wyo.

SUBPART E - CONTROL AREAS AND CONTROL AREA EXTENSIONS

§ 71.161 Designation of control areas associated with jet routes outside the continental control area.
Unless otherwise specified, the airspace centered on each of the following jet route segments has a vertical extent identical to that of a Jet Route and a lateral extent identical to that of a Federal airway and is designated as a control area. Unless otherwise specified, the place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

J-41 From Key West, Fla., to Tallahassee, Fla. 10/12/67 32 F. R. 12113 (Added)

J-43 From St. Petersburg, Fla., to Tallahassee, Fla. 10/12/67 32 F. R. 12113 (Rewritten)

Jet Route No. 53 from Key West, Fla., to Miami, Fla.

Jet Route No. 77 from Jacksonville, Fla., to Charleston, S. C.

Jet Route No. 79 from Daytona Beach, Fla., to Charleston, S. C.

Jet Route No. 86 from Houston, Tex., to Sarasota, Fla.
AMENDMENTS 3/30/67 32 F. R. 2442 (Added)

Jet Route No. 103 from Daytona Beach, Fla., to Savannah, Ga.

Jet Route No. 111, from Nome, Alaska, to McGrath, Alaska.

Jet Route No. 121: Norfolk, Va., to Hampton, N. Y.; Providence, R. I., to INT of Providence 045° and Boston, Mass., 067° radials.

Jet Route No. 122, from Galena, Alaska, to Nome, Alaska.

Jet Route No. 123, From INT of Kodiak, Alaska, 107° radial and the NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., via Kodiak to King Salmon, Alaska.

Jet Route No. 125, From Kodiak, Alaska, to Anchorage, Alaska.

Jet Route No. 501, from the United Staes/Canadian border, via Yakutat, Alaska, to Anchorage, Alaska.

§ 71.163 Designation of additional control areas.

Unless otherwise specified, each control area designated below has a lateral extent identical to that of a Federal airway and extends upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth, except that the airspace of a control area within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

Control 1141

That airspace within tangent lines from the circumference of a 5-mile radius circle centered on the Boston, Mass., radio beacon to a 15 mile radius circle centered on the midway point of a direct line between the Boston radio beacon and the Yarmouth, Nova Scotia, Canada, RBN to a 5-mile radius circle centered on the Yarmouth RBN and that airspace from 18,000 feet MSL to flight level 260 bounded by a line from: Latitude 42°43'20" N., longitude 70°22'00" W.; thence to latitude 42°52'00" N., longitude 70°16'00" W.; thence to latitude 43°01'30" N., longitude 69°52'00" W.; thence to latitude 43°01'30" N., longitude 69°36'00" W.; thence to the point of beginning; and that airspace from 18,000 feet MSL to flight level 260 inclusive bounded by a line from: Latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°42'30" N., longitude 69°30'00" W.; thence to latitude 42°39'00" N., longitude 69°30'00" W.; thence to latitude 42°28'00" N., longitude 70°03'45" W.; thence to point of beginning; and that airspace extending upward from 2,000 feet MSL bounded by a line from; Latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°23'45" N., longitude 70°03'45" W.; latitude 42°25'15" N., longitude 70°30'00" W.; latitude 42°26'15" N., longitude 70°30'00" W.; thence to the point of beginning; excluding the portion under the jurisdiction of Canada, the portion within the confines of Federal airways and the Boston, Mass., transition area, the portion below 2,000 feet MSL W of the 69°30'00" W meridian of longitude and the portion below 5,500 feet MSL E of the 69°30'00" W meridian of longitude.

Control 1142

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at latitude 42°21'30" N., longitude 70°41'25" W., to a 15-mile radius circle centered at latitude 42°02'00" N., longitude 68°00'00" W., and that airspace within lines drawn from latitude 42°16'00" N., longitude 68°00'00" W., thence to latitude 42°14'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to latitude 42°16'00" N., longitude 68°00'00" W., excluding the portion within the Boston Transition area, the airspace below 5,500 feet MSL E of longitude 68°00'00" W., and the airspace below 2,000 feet MSL W of longitude 68°00'00" W., except that airspace within the confines of Federal airways.

Control 1143

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered at the midway point on a direct line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Yarmouth, Nova Scotia, Canada, RBN to a 5-mile radius circle centered on the Yarmouth RBN excluding that portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1144

That airspace vicinity of Nantucket, Mass., within an area bounded by a line beginning at latitude 41°06'00" N., longitude 70°09'10" W., to latitude 41°25'35" N., longitude 70°09'35" W., to latitude 41°26'00" N., longitude 69°15'00" W., to latitude 41°46'00" N., longitude 68°00'00" W., to latitude 41°06'00" N., longitude 68°00'00" W., to the point of beginning, excluding the portion below 2,000 feet MSL except that airspace which lies within the confines of Federal airways.

Control 1145

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a rhumb line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Kindley AFB, Bermuda RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airway.

AMENDMENTS 4/21/67 32 F. R. 6261 (Changed)

Control 1146

That airspace within a 5 NM radius circle centered on the Nantucket, Mass., Consolan and that airspace bounded by a line drawn from the tangent of the 5 NM radius circle centered on Nantucket Consolan to latitude 42°05'20" N., longitude 68°00'00" W., thence to latitude 42°19'00" N., longitude 68°00'00" W., thence to latitude 43°00'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to the tangent of the 5 NM radius circle centered on the Nantucket Consolan, excluding that airspace outside the United States below 2,000 feet MSL W of longitude 68°00'00" W., and below 5,500 feet MSL E of longitude 68°00'00" W.

Control 1147

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at Lat. 40°18'30" N, Long. 73°45'00" W, to the circumference of a 15-mile radius circle centered at the INT of the 137° bearing from the Newark, N. J., RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1148

That airspace within tangent lines drawn from the circumference of 5-mile radius circles centered on the Millville, N. J., RBN and at the INT of Millville RBN 135° bearing and the Atlantic Ocean-U.S. Coastline to a 15-mile radius circle centered on the INT of Millville RBN 135° bearing and the west boundary of the New York Oceanic Control area at latitude 37°43'00" N., longitude 73°00'00" W., excluding the portion below 2,000 feet outside the United States.

Control 1150

That airspace within a 5-nmi radius of the Carolina Beach, N. C., RBN (Lat. 34°06'22" N, Long. 77°57'42" W), within a 5-nmi radius of the Bimini, Bahamas, RBN (Lat. 25°42'32" N, Long. 79°16'33" W), within a 23-nmi radius of Lat. 29°53'15" N, Long. 78°39'15" W, within tangent lines drawn from the E and W sides of the Carolina Beach and Bimini 5-nmi radius area to the E and W sides of the 23-nmi radius area centered at Lat. 29°53'15" N, Long. 78°39'15" W, excluding that portion below 2,000 feet MSL outside the United States and that portion below 7,000 feet MSL within the Nassau, Bahamas, control area. The airspace above FL 430 south of latitude 30°36'50" N., and north of a line from latitude 29°06'30" N., longitude 79°09'10" W.; to latitude 29°20'00" N., longitude 78°20'20" W. is excluded.

AMENDMENTS 3/2/67 32 F. R. 655 (Changed)

Control 1151

That airspace N of Lat. 27°00'00" N. within tangent lines drawn from the circumference of a 25-mile radius circle centered at a point midway on a direct line between the Carolina Beach, N. C., RBN and the Nassau, British West Indies, RBN and circles 5 miles in radius centered on the Carolina Beach RBN and the Nassau RBN, excluding the airspace below 2,000 feet MSL outside the United States. The portion of this control area within W-497-A shall be used only after obtaining prior approval from appropriate authority.

Control 1152

That airspace east of Charleston, S. C., bounded by a line beginning at:

Latitude 33°02'00" N., longitude 80°03'35" W., thence to latitude 32°54'35" N., longitude 79°40'00" W., thence to latitude 32°50'35" N., longitude 79°23'00" W., thence to latitude 32°36'15" N., longitude 78°26'35" W., thence to latitude 32°13'25" N., longitude 77°00'00" W., thence to latitude 31°43'15" N., longitude 77°00'00" W., thence to latitude 32°35'55" N., longitude 79°16'45" W., thence to latitude 32°49'40" N., longitude 80°03'50" W., thence to latitude 32°52'25" N., longitude 80°03'45" W., thence to latitude 32°53'45" N., longitude 80°07'15" W., thence to the point of beginning, excluding the portion below 2,000 feet MSL outside the United States.

Control 1153

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Jacksonville, Fla., RBN to an 18-mile radius circle centered at the INT of the 090° bearing from the Jacksonville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet MSL outside the United States.

Control 1169

That airspace within 5 miles either side of a line extending from the Kennedy, N. Y., VORTAC via the INT of the Kennedy VORTAC 080° and the Nantucket, Mass., VORTAC 255° radials, to the Nantucket VORTAC and within lines diverging from the Kennedy VORTAC to points of tangency to a 9.5-mile radius circle centered at the INT of the Kennedy VORTAC 080° and the Nantucket VORTAC 255° radials; within the circumference of the circle and within lines tangent to that circle converging to the Nantucket VORTAC, excluding the portion within the Westhampton Beach, N. Y., Restricted Area/Military Climb Corridor R-5205, and the airspace below 2,000 feet MSL outside the United States.

Control 1173

That airspace W of San Francisco, Calif., bounded by a line extending from latitude 37°40'00" N., longitude 125°23'30" W., to latitude 37°50'00" N., longitude 124°24'30" W., to latitude 38°00'00" N., longitude 123°23'00" W., to latitude 38°03'25" N., longitude 123°11'45" W., thence via the W edge of V-199 and V-27 to latitude 37°09'20" N., longitude 122°34'50" W., to latitude 36°16'00" N., longitude 124°26'00" W., to the point of beginning, excluding the portion below 2,500 feet MSL. The portion within W-513 is excluded between the hours of 0800 and 2000 p.s.t., Monday through Friday, and below 3,000 feet MSL within W-513 between the hours of 2000 and 0800 p.s.t., Monday through Friday.

Control 1176

That airspace centered on the Santa Barbara, Calif., VORTAC 247° radial, 10 miles in width at the VORTAC with each boundary diverging at an angle of 5° from the 247° radial extending to the E boundary of the Oakland Oceanic control area, excluding the portion at and below 2,000 feet MSL W of Long. 120°30'00" W. The portion of this control area lying W of Long. 120°30'00" W, shall be used only after obtaining prior approval from appropriate authority.

Control 1177

That airspace SW of Los Angeles, Calif., bounded by a line beginning at Lat. 33°25'50" N, Long. 118°28'50" W. thence to Lat. 33°19'00" N. Long. 118°21'45" W. thence to Lat. 32°44'30" N. Long. 119°07'00" W. thence to Lat. 31°41'00" N. Long. 120°15'00" W. thence to Lat. 31°18'40" N. Long. 121°11'30" W. thence to Lat. 31°54'00" N. Long. 121°34'30" W. thence to Lat. 32°10'45" N. Long. 120°16'15" W. thence to Lat. 32°52'15" N. Long. 119°12'30" W. thence to point of beginning excluding the airspace below 5,000 feet MSL.

Control 1181

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Weeksville, N.C., RBN to a 10-mile radius circle centered on the INT of the 133° bearing from the Weeksville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet which extends outside the United States.

Control 1215

That airspace SE of Galveston, Tex., bounded by a line beginning at latitude 29° 02' 10" N., longitude 95° 05' 00" W., extending NE 3 nmi from and parallel to the United States coastline to latitude 29° 19' 00" N., longitude 94° 40' 30" W., to latitude 28° 15' 00" N., longitude 92° 07' 00" W., to latitude 28° 15' 00" N., longitude 94° 00' 00" W., to latitude 28° 07' 45" N., longitude 94° 12' 00" W., to latitude 28° 10' 00" N., longitude 94° 14' 00" W., to latitude 28° 10' 00" N., longitude 94° 58' 00" W., to latitude 27° 37' 45" N., longitude 94° 59' 45" W., to latitude 27° 32' 00" N., longitude 95° 09' 00" W., to latitude 26° 50' 20" N., longitude 95° 30' 00" W., to latitude 27° 00' 00" N., longitude 95° 30' 00" W., to point of beginning; excluding the portion below 2,500 feet MSL.

Control 1216

That airspace extending upward from 2,000 feet MSL bounded on the N by a direct line from the Navy New Orleans, La., RBN to Lat. 29°25'00" N, Long. 87°00'00" W, on the SE by a line extending from Lat. 29°25'00" N, Long. 87°00'00" W to Lat. 28°50'00" N. Long. 88°00'00" W. thence S along Long. 88°00'00" N to the N boundary of the Houston Oceanic Control Area, on the S by the Houston Oceanic Control Area, on the W by Long. 90°15'00" W., and on the NW by the New Orleans transition area.

Control 1217

That airspace within tangent lines drawn from the circumference of a 5 mile-radius circle centered on the Kodiak, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 107° bearing from the Kodiak RR with the NW boundary of the Anchorage Oceanic Control Area. The airspace below 2,000 feet MSL outside the United States is excluded.

Control 1218

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Homer, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 118° bearing from the Homer RR with the NW boundary of the Anchorage Oceanic Control Area.

Control 1226

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Galveston, Tex., RBN extending to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Galveston RBN and the Grand Isle, La., RBN, thence to the circumference of a 5-mile radius circle centered on the Grand Isle RBN, thence to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Grand Isle RBN and the Egmont Key, Fla., RBN, thence to the circumference of a 5-mile radius circle centered on the Egmont Key RBN, excluding the portion below 5,000 feet MSL from the Galveston RBN to the Grand Isle RBN, and the portion below 2,000 feet MSL from the Grand Isle RBN to the Egmont Key RBN.

Control 1230

That airspace extending from the Miami, Fla., RBN to the INT of the Miami RBN 275° bearing and the eastern boundary of the Miami Oceanic control area, excluding the airspace below 2,000 feet MSL outside the United States, and the airspace within W-168.

Control 1232

That airspace bounded on the north by a line 5 miles south and parallel to the Orlando, Fla., VOR 071° radial; on the east by a line extending from latitude 29°08'35" N., longitude 79°00'00" W. via latitude 24°40'00" N., longitude 79°00'00" W. to latitude 24°00'00" N., longitude 78°00'00" W.; on the south by latitude 24°00'00" N.; on the west by longitude 80°25'00" W. and V-3; excluding the airspace below 1,000 feet MSL within 5 miles each side of the Palm Beach, Fla., RBN, 090° bearing, outside the United States, and the airspace below 2,000 feet MSL elsewhere outside the United States. The airspace within the Nassau control area is excluded.

AMENDMENTS 12/1/67 32 F. R. 16482 (Changed)

Control 1233

That airspace bounded on the N by the Key West, Fla., transition area and V-35, on the E by a line 5 miles E of and parallel to the 187° bearing from the Marathon, Fla., RBN, on the S by latitude 24°00'00" N., and on the W by a line 5 miles W of and parallel to the 205° bearing from the Key West RBN, excluding the portion below 2,000 feet MSL and excluding the portion within W-465.

PENDING AMENDMENT

Control 1234

That airspace extending upward from 2,000 feet above the surface within an area bounded by a line beginning at: latitude 58°07'00" N., longitude 160°00'00" W.; to latitude 53°30'00" N., longitude 160°00'00" W.; to latitude 51°24'00" N., longitude 167°49'00" W.; to latitude 50°08'00" N., longitude 176°34'00" W.; to latitude 51°05'00" N., longitude 173°44'00" E.; to latitude 51°30'00" N., longitude 170°00'00" E.; to latitude 54°40'40" N., longitude 170°00'00" E.; to latitude 54°49'00" N., longitude 170°12'30" E.; to latitude 54°23'00" N., longitude 174°30'00" E.; to latitude 53°36'00" N., longitude 176°47'00" W.; to latitude 54°33'00" N., longitude 169°58'00" W.; to latitude 56°39'00" N., longitude 164°25'00" W.; to latitude 57°46'00" N., longitude 161°46'00" W.; thence to point of beginning.

AMENDMENTS 12/7/67 32 F. R. 14061 (Added); Corr: 32 F. R. 14757; Eff. date changed 2/29/68 32 F.R. 16482

PENDING AMENDMENT

Control 1235

That airspace extending upward from 14,500 feet MSL to FL 450 within the area bounded by a line beginning at latitude 53°30'00" N., longitude 160°00'00" W.; to latitude 56°00'00" N., longitude 153°00'00" W.; to latitude 59°09'00" N., longitude 147°18'00" W.; thence clockwise via the arc of a 172-mile radius circle centered on the Anchorage, Alaska, VORTAC to latitude 58°50'00" N., longitude 151°58'00" W.; thence clockwise via the arc of a 172-mile radius circle centered on the King Salmon, Alaska, VORTAC to longitude 160°00'00" W.; thence to point of beginning, excluding the portion that lies within the Continental Control Area, Control 1217, Control 1218, Control 1484, Federal airways and the Kodiak, Alaska, transition area.

AMENDMENTS 12/7/67 32 F. R. 14061 (Added); Eff. date changed 2/29/68 32 F. R. 16482

PENDING AMENDMENT

Control 1236

That airspace extending upward from 14,500 feet MSL to FL 450 within the area bounded by a line beginning at: latitude 60°00'00" N., longitude 170°00'00" W.; to latitude 61°00'00" N., longitude 165°00'00" W.; to latitude 60°00'00" N., longitude 164°00'00" W.; to latitude 60°00'00" N., longitude 160°00'00" W.; to latitude 57°00'00" N., longitude 160°00'00" W.; to latitude 60°00'00" N., longitude 168°00'00" W.; thence to the point of beginning, excluding the portion that lies within the Continental Control Area, Control 1234, Control 1483 and Control 1400.

AMENDMENTS 12/7/67 32 F. R. 14061 (Added); Eff. date changed 2/29/68 32 F. R. 16482

Control 1310

That airspace within 4 nautical miles each side of a direct line extending from the Anchorage, Alaska, VOR to the Middleton Island, Alaska, VOR, including the additional airspace between lines diverging at 4.5° angles from the centerline. extending SE from the Anchorage VOR and NW from the Middleton Island VOR and which terminate at the intersecting points midway between Anchorage and Middleton Island; thence within 16 miles each side of a line extending from the Middleton Island VOR to the Sandspit, B.C., Canada, RR; including that airspace between lines diverging at 5° angles from the centerline, extending SE from the Middleton Island VOR and NW from the Sandspit RR, and which terminate at the intersecting points midway between Middleton Island and Sandspit, excluding the portion within Canada and W-533. The airspace below 2,000 feet MSL outside the United States is excluded.

Control 1316

That airspace within 5 miles each side of the Los Angeles, Calif., VOR 251° radial extending from the VOR to the Oakland Oceanic Control Area boundary and between lines diverging at an angle of 5° from the 251° radial extending from the Los Angeles VOR to the Oakland Oceanic Control Area boundary, excluding the airspace below 5,000 feet MSL within W-289.

Control 1386

That airspace within 5 miles either side of the Orlando, Fla., VOR 071° radial, extending from the VOR to Control 1150 and between lines diverging at an angle of 4.5° from the centerline at the Orlando VOR excluding the airspace below 14,000 feet MSL and above FL 430 between the E boundary of R-2902B and the W boundary of control 1150.

AMENDMENTS 3/2/67 32 F. R. 655 (Rewritten)

Control 1400

That airspace within 5 miles either side of the 263° bearing from the King Salmon, Alaska, RR extending from the RR to the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2.000 feet MSL outside the United States.

Control 1401

That airspace within 5 miles either side of the 248° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon 248° bearing extending from the RR to the E boundary of the Anchorage Oceanic Control Area. excluding the airspace below 2.000 feet MSL outside the United States.

PENDING AMENDMENT

In Control 1401 "to the east boundary of the Anchorage Oceanic Control Area" is deleted wherever it appears and "to longitude 160°00'00" W." is substituted therefor.

AMENDMENTS 12/7/67 32 F. R. 14061 (Changed); Eff. date changed 2/29/68 32 F. R. 16482

Control 1415

That airspace within parallel boundary lines 4 nmi each side of the Fortuna, Calif., VOR 270° radial including the additional airspace within lines diverging at angles of 4.5° from the centerline extending to the E boundary of the Oakland Oceanic Control Area, excluding the portion below 5,000 feet MSL W of longitude 124°30'00" W.

Control 1418

That airspace extending upward from 2,000 feet MSL centered on the Hoquiam, Wash., VORTAC 232° radial, 10 nmi in width at the VORTAC with each edge diverging at an angle of 5° with the centerline, extending from the VORTAC to the E boundary of the Oakland Oceanic Control Area and excluding the portion within W-460.

Control 1419

That airspace extending upward from 2,000 feet MSL within lines 5 miles each side of the Newport, Oreg., VORTAC 237° radial, including the additional airspace between lines beginning adjacent to the VORTAC and diverging at angles of 5° from the parallel lines, extending from the VORTAC to the E boundary of the Oakland Oceanic control area, excluding the portion within the Newport, Oreg., transition area.

Control 1445

That airspace S of the United States-Canadian border and the Vancouver Flight Information Region within lines tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., RBN and the circumference of a 15-mile radius circle centered at Lat. 48°40'00" N, Long. 125°17'30" W, excluding the portion below 5,000 feet MSL. The portion within W-601 is excluded.

AMENDMENTS 3/4/67 32 F. R. 3738 (Changed)

Control 1447

That airspace southwest of New Orleans, La., bounded by a line beginning at latitude 29° 22' 30" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 92° 21' 45" W., to point of beginning, excluding the portion below 2,500 feet MSL.

Control 1483

That airspace within 5 miles each side of the 237° bearing from the Bethel. Alaska. RBN. extending from the RBN to the E boundary of the Anchorage Oceanic Control area. and between lines diverging at a 5° angle from the 237° bearing extending from the Bethel RBN to the E boundary of the Anchorage Oceanic Control area and excluding the airspace below 2.000 feet MSL outside the United States.

Control 1484

That airspace within 5 miles either side of the 227° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the King Salmon 227° bearing extending from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

PENDING AMENDMENT

In Control 1484 "to the east boundary of the Anchorage Oceanic Control Area" is deleted wherever it appears and "to longitude 160°00'00" W." is substituted therefor.

AMENDMENTS 12/7/67 32 F. R. 14061 (Changed); Eff. date changed 2/29/67 32 F. R. 16482

Control 1485

That airspace N of Fairbanks, Alaska, extending from 18,500 feet MSL to Flight Level 450 bounded by a line beginning at latitude 72°00'00" N., longitude 144°13'15" W., to latitude 72°00'00" N., longitude 141°00'00" W., to latitude 69°00'00" N., longitude 141°00'00" W., to latitude 68°00'00" N., longitude 142°17'00" W., to latitude 68°00'00" N., longitude 147°25'30" W., to the point of beginning.

Control 1486

That airspace within 5 miles each side of the Ukiah, Calif., VOR 300° radial and the additional area between lines diverging at angles of 5° either side of the 300° radial extending from the VOR to the eastern boundary of the Seattle Oceanic Control Area; excluding the airspace below 5,000 feet MSL which lies outside the continental limits of the United States.

Control 1487

That airspace extending upward from 14,500 feet MSL; to FL 450, within the area bounded by a line beginning at latitude 59°08'30" N., longitude 147°16'00" W., counterclockwise via the arc of a 172-mile radius centered on the Anchorage VOR to latitude 60°14'10" N., longitude 145°29'30" W., thence southeastward 3 nmi from and parallel to the U. S. coastline to latitude 54°40'00" N., longitude 132°56'00" W., thence to latitude 54°14'00" N., longitude 134°57'00" W., thence along the eastern boundary of the Anchorage Oceanic control area to the point of beginning. The portion within Control 1310 and the portion within Canada is excluded.

Control 1488

That airspace extending upward from 5,500 feet MSL to flight level 410 within 4 nautical miles each side of the Key West, Fla., VOR 244° radial and within 5 statute miles each side of the Key West radio beacon 245° bearing including the additional airspace between lines diverging at 4.5° from the centerline at the VOR and 5° at the RBN, extending from the VOR/RBN to the Miami Oceanic Area boundary and latitude 24°00'00" N.

Omak, Wash.

That airspace extending upward from 5,500 feet MSL within 5 miles each side of a line extending from the Omak RBN to the Ephrata, Wash., VOR.

AMENDMENT 9/14/67 32 F. R. 10644 (Added)

PENDING AMENDMENT

Sault Ste. Marie, Mich.

That airspace extending upward from 1,200 feet AGL within 4 nautical miles each side of a direct line extending from the Lakehead, Ontario, Canada, RBN to the Sault Ste. Marie, Mich., RBN, including the additional airspace between lines diverging at 4.5° from the centerline at the Lakehead and Sault Ste. Marie RBNs and extending until the meet. The airspace within Canada is excluded.

AMENDMENTS 2/1/68 32 F. R. 17518 (Added)

§ 71.165 Designation of control area extensions.

Unless otherwise specified, each control area extension designated below extends upward from 700 feet above the surface of the earth, except that the airspace of a control area extension within the lateral limits of a transition area has a floor coincident with that of the transition area.

Adak, Alaska

Within a 50-mile radius of the NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W) extending from 700 feet above the surface to 24,000 feet MSL.

Cold Bay, Alaska

Within a 50-mile radius of the Cold Bay RR.

PENDING AMENDMENT

Cold Bay, Alaska, control area extension is revoked.

AMENDMENTS 1/5/67 31 F. R. 14260 (Revoked); Eff. date changed (To be announced later) 31 F. R. 16127; Eff: 12/7/67 32 F. R. 14891; Eff: 2/29/68 32 F. R. 16482

Enid, Okla.

That airspace bounded on the N by V-190, on the E by V-77, on the S by V-140, on the SW by V-17 and on the NW by V-12.

Eniwetok Island

That airspace extending upward from 700 feet above the surface within a 50-nmi radius of the Eniwetok RBN (Lat. 11°21'00" N, Long. 162°20'00" E).

Kotzebue, Alaska

Within 10 miles NW and 9 miles SE of the 048° and 228° bearings from the Kotzebue RBN, extending from 10 miles SW to 25 miles NE of the RBN.

Lompoc, Calif.

Within a 35-mile radius of Vandenberg AFB (Lat. 34°43'45" N, Long. 120°34'15" W), excluding that portion within R-2516, R-2517 and that portion outside the United States.

Middleton Island, Alaska

Within 8 miles either side of the Middleton Island VOR 037° and 217° radials extending from 29 miles NE to 8 miles SW of the VOR.

Minchumina, Alaska

Within 6 miles SW and 8 miles NE of the 332° bearing from the Minchumina RR extending from the RR to 7 miles NW, including the airspace SE of R-39 within a 25-mile radius of the Minchumina RR.

Orlando, Fla.

That airspace NW of Orlando, bounded on the NW by V-97 E alternate, on the E by V-35 W and on the SW by V-97, excluding the portion below 2,000 feet MSL outside the United States; that airspace bounded on the N by latitude 29°00'00" N., on the E by V-267 N of the Orlando, Fla., VOR and V-159 E alternate S of the Orlando VOR, on the S by latitude 27°45'00" N., and on the W by the arc of a 50-mile radius circle centered at latitude 27°53'18"N., longitude 82°29'29" W., and V-97; and that airspace W of Vero Beach, Fla., bounded on the N by latitude 27°45'00" N., on the NE by V-295, on the SE by V-225, and on the W by V-267.

San Juan, P. R.

Within a 100-nmi radius of the Isla Grande Airport, San Juan, P. R. (latitude 18°27'30" N., longitude 66°06'00" W.). The portions of this control area within R-7101, R-7102, and R-7104 and within all warning areas are excluded.

AMENDMENTS 3/30/67 32 F. R. 2775 (Rewritten)

Santa Barbara, Calif.

Within 5 miles either side of the 270° bearing from the Santa Barbara Municipal Airport, extending from the airport to 28 miles W.

Shemya, Alaska

Within a 50-mile radius of the Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W), excluding the portion which coincides with R-2204.

Sherman, Tex.

Within a 70-mile radius of Perrin AFB, Sherman, Tex., (Lat. 33°42'48" N, Long. 96°40'29" W), bounded on the S by V-16, and on the W and NW by V-15; the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace NE of Sulphur Springs, Tex., bonded on the N by V-278, on the SE by V-16 N, and on the W by the Perrin 70-mile radius area; including the airspace NE of Sherman bounded on the E by a line 5 miles E of and parallel to a straight line from the Sulphur Springs VOR to the McAlester, Okla., VORTAC and on the NW by the Tulsa, Okla., control area extension.

SUBPART F - CONTROL ZONES

§ 71.171 Designation.

The parts of airspace described below are designated as control zones.

Abbotsford, British Columbia, Canada

Within a 5-mile radius of Abbotsford Airport (latitude 49°01'00" N., longitude 122°22'00" W.), excluding the portion outside the United States.

Aberdeen, Md.

Within a 5-mile radius of the center, 39°28'18" N., 76°10'13" W. of Phillips AAF and within 2 miles each side of the Aberdeen RBN 029° bearing extending from the 5-mile radius zone to 6 miles NE of the RBN.

Aberdeen, S. Dak.

Within a 5-mile radius of Aberdeen Municipal Airport (latitude 45° 27' 10" N., longitude 98° 25' 35" W.), within 2 miles each side of the Aberdeen VOR 131° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR.

Abilene, Tex. (Municipal Airport)

That airspace within a 5-mile radius of Abilene Municipal Airport (latitude 32°25'10" N., longitude 99°41'20" W.); within 2 miles each side of the Abilene ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Abilene VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Abilene, Tex. (Dyess AFB), control zone.

Abilene, Tex. (Dyess AFB)

That airspace within a 5-mile radius of Dyess AFB (latitude 32°25'10" N., longitude 99°51'15" W.); within 2 miles each side of the Dyess ILS localizer S course, extending from the 5-mile radius zone to 7.5 miles S of the OM; within 2 miles each side of the Dyess VOR 350° radial, extending from the 5-mile radius zone to 2 miles N of the VOR; within 2 miles each side of the Dyess TACAN 353° radial, extending from the 5-mile radius zone to 7.5 miles N of the TACAN; within 2 miles each side of the Dyess TACAN 165° radial, extending from the 5-mile radius zone to 6 miles S of the TACAN; and within 2 miles each side of the Abilene VORTAC 353° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC.

Adak, Alaska

Within a 5-mile radius of NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W); within 2 miles either side of the Adak TACAN 067° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN, excluding the portion above 24,000 feet MSL.

Aguadilla, P. R.

Within a 10-mile radius of Ramey AFB, Aguadilla, P. R. (Lat. 18°29'50" N, Long. 67°07'45" W) and within 2.5 miles either side of the extended centerline of the Ramey AFB E-W runway extending from the 10-mile radius zone to 12 miles E and W of the runway ends.

Akron, Colo.

Within a 4-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.).

Akron, Ohio

Within a 5-mile radius of Akron Airport (Lat. 41°02'15" N, Long. 81°28'05" W) and within a 5-mile radius of Akron-Canton Airport (Lat. 40°54'59" N, Long. 81°26'32" W).

Alameda, Calif.

Within a 5-mile radius of NAS Alameda (Lat. 37°47'10" N, Long. 122°19'00" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the Oakland, Calif., control zone.

PENDING AMENDMENT

Alamogordo, N. Mex.

Within a 5-mile radius of the Holloman Air Force Base Airport (latitude 32°51'04" N., longitude 106°06'05" W.); within 2 miles each side of the Holloman VOR 015° radial extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the extended centerline of Runway 3 extending from the 5-mile radius zone to 4.5 miles northeast of the northeast end of Runway 3; within 2 miles each side of the extended centerline of Runway 15 extending from the 5-mile radius zone to 4.5 miles south of the south end of Runway 15; within 2 miles each side of the extended centerline of Runway 21 extending from the 5-mile radius zone to 4.5 miles southwest of the southwest end of Runway 21; within 2 miles each side of the Holloman TACAN 349° radial extending from the 5-mile radius zone to 17.5 miles north of the TACAN; and within 2 miles each side of the VOR 350° radial extending from the 5-mile radius zone to 8 miles north of the VOR; excluding that portion within a 2-mile radius of the Alamogordo Municipal Airport (latitude 32°50'27" N., longitude 105°59'17" W.) and within a 2-mile radius of the Midway Airport (latitude 32°52'04" N., longitude 105°59'26" W.). The portion of this control zone within R-5107D extends upward to 22,000 feet MSL.

AMENDMENTS 2/29/68 33 F. R. 66 (Added)

Albany, Ga. (Municipal Airport)

Within a 5-mile radius of the Albany Municipal Airport (latitude 31°32'08" N., longitude 84°11'34" W.); within 2 miles each side of the Albany VORTAC 145° radial, extending from the 5-mile radius zone to 1 mile SE of the VORTAC.

AMENDMENTS 6/8/67 32 F. R. 8708 (Rewritten); 10/12/67 32 F. R. 11772 (Rewritten)

NAS Albany, Ga.

Within a 5-mile radius of NAS, Albany (latitude 31°35'50" N., longitude 84°05'05" W.); within 2 miles each side of the NAS Albany TACAN 038° radial, extending from the 5-mile radius zone to 10 miles northeast of the TACAN, excluding that airspace which coincides with the Albany, Ga. (Municipal Airport), control zone, effective from 0800 to 1700 hours, local time, Monday through Friday until 0001, e.d.s.t., June 30, 1967 and thereafter unless it is changed by a Notice to Airmen. This control zone will then be in effect during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

AMENDMENTS 4/20/67 32 F. R. 6555 (Rewritten); 6/8/67 32 F. R. 8708 (Rewritten); corr: 32 F. R. 9956
AMENDMENTS 7/1/67 32 F. R. 8708 (Changed); Corr: 32 F. R. 9956

Albany, N. Y.

Within a 5-mile radius of the center, 42°44'48" N., 73°48'19" W. of Albany County Airport, Albany, N. Y. and within 2 miles each side of the Albany VOR 354° radial extending from the 5-mile radius zone to 7 miles N of the VOR and within 2 miles each side of the Albany VOR 094° radial extending from the 5-mile radius zone to 6 miles east of the VOR.

Albuqueruqe, N. Mex.

Within a 5-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.); within 2 miles each side of the extended centerline of Runway 35, extending from the 5-mile radius zone to 7 miles north of the north end of Runway 35; within 2 miles each side of the extended centerline of Runway 17, extending from the 5-mile radius zone to 5 miles south of the south end of Runway 17; and within 2 miles each side of the Albuquerque VORTAC 090° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 6/30/67 32 F. R. 10193 (Changed); 11/9/67 32 F. R. 13116 (Rewritten)

Alexandria, La. (England AFB)

That airspace within a 5-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.); within 2 miles each side of the 318° bearing from the Alexandria RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Alexandria VORTAC 151° and 331° radials, extending from the 5-mile radius zone to 1.5 miles southeast of the VORTAC; within 2 miles each side of the Alexandria VORTAC 327° radial, extending from the 5-mile radius zone to 11.5 miles northwest of the VORTAC; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 6 miles northwest of the airport; within 2 miles each side of the extended centerline of Runway 18, extending from the 5-mile radius zone to 5.5 miles north of the airport; and within 2 miles each side of the extended centerline of Runway 36, extending from the 5-mile radius zone to 6.5 miles south of the airport.

AMENDMENTS 5/25/67 32 F. R. 5465 (Rewritten)

Alexandria, La. (Esler Field)

Within a 5-mile radius of Esler Field (latitude 31°23'45" N., longitude 92°17'40" W.); within 2 miles each side of the Esler VOR 338° radial, extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the Esler VOR 358° radial, extending from the 5-mile radius zone to 6 miles north of the VOR, and within 2 miles each side of the 347° bearing from latitude 31°23'42" N., longitude 92°17'45" W., extending from the 5-mile radius zone to 14 miles north of latitude 31°23'42" N., longitude 92°17'45" W.

AMENDMENTS 5/25/67 32 F. R. 5465 (Rewritten)

Alexandria, Minn.

Within a 5-mile radius of Alexandria Municipal Airport (latitude 45°52'02" N., longitude 95°23'39" W.), and within 2 miles either side of the Alexandria VOR 231° radial extending from the 5-mile radius zone to the VOR.

Alice, Tex

That airspace within a 5-mile radius of the Alice International Airport (latitude 27°44'30" N., longitude 98°01'40" W.); within 2 miles each side of the Alice VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the Alice VOR 270° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; and within 2 miles each side of the 154° bearing from latitude 27°44'22" N., longitude 98°01'49" W., extending from the 5-mile radius zone to 8 miles SE of latitude 27°44'22" N., longitude 98°01'49" W.

AMENDMENTS 3/30/67 32 F. R. 2441 (Rewritten)

PENDING AMENDMENT

Alice, Tex.

That airspace within a 5-mile radius of the Alice International Airport (latitude 27°44'30" N., longitude 98°01'40" W.); within 2 miles each side of the Alice VOR 153° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR; within 2 miles each side of the Alice VOR 270° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; and within 2 miles each side of the 134° bearing from latitude 27°44'20" N., longitude 98°01'46" W., extending from the 5-mile radius zone to 8 miles southeast of latitude 27°44'20" N., longitude 98°01'46" W.

AMENDMENTS 2/29/68 33 F. R. 66 (Rewritten)

Allentown, Pa.

Within a 5-mile radius of the center, 40°39'10" N., 75°26'20" W. of Allentown-Bethlehem-Easton Airport, Allentown, Pa., within 2 miles each side of a line bearing 050° from a point at 40"42'00" N., 75°26'06" W., extended from the 5-mile radius area to 6 miles northeast of said point, within 2 miles each side of the Allentown ILS localizer northeast course, extending from the 5-mile radius zone to 10 miles northeast of the localizer, and within 2 miles each side of the Allentown VORTAC 347° radial extending from the 5-mile radius zone to 7 miles north of the VORTAC.

Alliance, Nebr.

Within a 5-mile radius of Alliance Municipal Airport (latitude 42°03'04" N., longitude 102°48'21" W.) and within 2 miles each side of the 146° and 300° bearings from the Alliance Airport extending from the 5-mile radius zone to 12 miles SE and 8 miles NW of the Alliance Airport. This control zone shall be effective during specific times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Alpena, Mich.

That airspace within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich. (latitude 45°05'00" N., longitude 83°33'00" W.); within 2 miles each side of the Alpena VORTAC 346° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC; within 2 miles each side of the Alpena VORTAC 186° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC; within 2 miles each side of the Alpena VORTAC 306° radial extending from the 5-mile radius zone to 8 miles northwest of the VORTAC; and within 2 miles each side of the 180° bearing from the Alpena RBN, extending from the 5-mile radius zone to the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 12/7/67 32 F. R. 14266 (Rewritten)

Alton, Ill.

Within a 5-mile radius of the Civic Memorial Airport (latitude 38°53'28" N., longitude 90°03'02" W.), and within 2 miles each side of the 009° bearing from the Civic Memorial Airport extending from the 5-mile radius zone to 7 miles N of the airport, and within 2 miles each side of the 103° bearing from the Civic Memorial Airport extending from the 5-mile radius zone to 8 miles east of the airport from 0700 to 2300 hours, local time, daily.

Altus, Okla.

Within a 5-mile radius of the Altus AFB (latitude 34°39'40" N., longitude 99°16'30" W.); within 2 miles each side of the Altus AFB ILS localizer S course, extending from the 5-mile radius zone to 1.5 miles S of the OM; and within 2 miles each side of the Altus AFB TACAN 185° radial, extending from the 5-mile radius zone to 9 miles S of the TACAN, excluding that airspace within a 1½ mile radius of the Altus, Okla., Municipal Airport, (latitude 34°41'57" N., longitude 99°20'21" W.).

AMENDMENTS 4/27/67 32 F. R. 3345 (Rewritten)

Amarillo, Tex.

That airspace within a 5-mile radius of the Amarillo AFB/Municipal Airport (latitude 35°13'10" N., longitude 101°42'40" W.); within 2 miles each side of the Amarillo VORTAC 221° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the extended centerline of the Amarillo AFB/Municipal Airport Runway 21, extending from the 5-mile radius zone to 4.5 miles SW of the lift-off end of the runway.

Amchitka, Alaska

Within a 5-mile radius of the Amchitka, Alaska Airport (latitude 51°22'45" N., longitude 179°16'52" W.); within 2 miles each side of runway 7-25 centerlines extending from the 5-mile radius zone to 5.5 miles east and 5.5 miles west of the Amchitka Airport; within 2 miles each side of the 082° bearing from the Amchitka RBN extending from the RBN to 8 miles east; and within 2 miles each side of the 247° bearing from the Amchitka RBN, extending from the RBN to 8 miles southwest. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 10/12/67 32 F. R. 11773 (Added)

Anchorage. Alaska (Anchorage International Airport)

Within a 5-mile radius of Anchorage International Airport (latitude 61°10' N., longitude 149°58' W.); within 2 miles each side of the Anchorage RR SW course extending from the 5-mile radius zone to 8 miles SW of the RR; within 2 miles each side of the Anchorage VOR 079° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Anchorage ILS localizer W course extending from the 5-mile radius zone to the OM; excluding the portion within the Anchorage (Merrill Field/Elmendorf AFB) control zone.

Anchorage, Alaska (Bryant AAF)

Within a 3-mile radius of Bryant AAF (latitude 61°16'N., longitude 149°40' W.), excluding the portion west of longitude 149°43' W. This control zone is effective from 0700 to 2100 hours, local time, daily.

Anchorage, Alaska (Merrill Field/Elmendorf AFB)

Within a 3-mile radius of Merrill Field (latitude 61°13' N., longitude 149°51' W.); within a 5-mile radius of Elmendorf AFB (latitude 61°15' N., longitude 149°49' W.); within 2 miles each side of the Elmendorf ILS localizer W course extending from the 5-mile radius zone to the OM, excluding the portion within the Anchorage (Bryant AAF) Control Zone.

Anderson, S. C.

Within a 5-mile radius of Anderson Airport (latitude 34°29'40" N., longitude 82°42'30" W.) and within 2 miles each side of the Anderson VORTAC 039° radial extending from the 5-mile radius zone to the VORTAC.

Aniak, Alaska

Within a 5-mile radius of the Aniak Airport (latitude 61°35' N., longitude 159°32' W.); and within 2 miles each side of the 230° and 140° bearings from the Aniak RBN, extending from the 5-mile radius zone to 14 miles SW and 8 miles SE of the RBN, from 0545 to 2145 hours, local time, daily.

Annette Island, Alaska

Within a 5-mile radius of Annette Island Airport (latitude 55°02' N., longitude 131°34' W.); within 2 miles each side of a 169° bearing from the Annette Island R.R., extending from the 5-mile radius zone to 8 miles S of the R.R.; within 2 miles each side of the Annette Island VOR 165° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; and within 2 miles each side of the Annette Island VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR.

Anniston, Ala.

Within a 5-mile radius of the Anniston-Calhoun County Airport (latitude 33°35'23" N., longitude 85°51'20" W.); within a 1.5-mile radius of Lee Brothers Airport (latitude 33°37'30" N., longitude 85°47'20" W.).

AMENDMENTS 8/2/67 32 F. R. 11630 (Changed)

Appleton, Wis.

That airspace within a 5-mile radius of Outagamie County Airport (latitude 44°15'40" N., longitude 88°31'10" W.); within 2 miles each side of the 135° bearing from Outagamie County Airport, extending from the 5-mile radius zone to 7 miles southeast of the airport; and within 2 miles each side of the 285° bearing from Outagamie County Airport, extending from the 5-mile radius zone to 8 miles west of the airport. This control zone is effective during the specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 8/17/67 32 F. R. 9157 (Added)

Arcata, Cliaf.

Within a 5-mile radius of Arcata Airport (latitude 40°58'45" N., longitude 124°06'25" W.); and within 2 miles each side of the 219° bearing from the Arcata RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN.

Ardmore, Okla.

Within a 5-mile radius of Ardmore Municipal Airport (Lat. 34°18'00" N, Long. 97°00'50" W), within 2 miles either side of the Ardmore VOR 053° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 085° bearing from the Ardmore RBN extending from the 5-mile radius zone to the RBN.

Asheville, N. C.

Within a 5-mile radius of Asheville Airport (latitude 35°26'00" N., longitude 82°32'25" W.); within 2 miles each side of a 340° bearing from the Broad River RBN extending from the 5-mile radius zone to 9 miles S of the airport; within 2 miles each side of a 159° bearing from the Asheville RBN extending from the 5-mile radius zone to 5.5 miles N of the airport; and within 2 miles each side of a 129° bearing from the Asheville Airport extending from the 5-mile radius zone to 7.5 miles SE of the airport.

Astoria, Oreg.

Within a 5-mile radius of Clatsop County Airport, Astoria, Oreg. (latitude 46° 09' 25" N., longitude 123° 52' 40" W.), and within 2 miles each side of the Astoria VOR 268° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Athens, Ga.

Within a 5-mile radius of Athens Airport (Lat. 33°56'56" N, Long. 83°19'37" W); within 2 miles either side of the Athens VORTAC 078° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC, and within 2 miles either side of the Athens VORTAC 194° radial extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Atlanta, Ga. (Fulton County Airport)

Within a 5-mile radius of Fulton County Airport (latitude 33°46'47" N., longitude 84°31'20" W.) and within 2 miles each side of the Fulton County VOR 276° radial extending from the 5-mile radius zone to 7 miles W of the VOR excluding the portion within the Dobbins AFB/NAS Atlanta control zone.

Atlanta, Ga.

Within a 5-mile radius of Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.); within 2 miles each side of the Atlanta ILS Runway 9L localizer W course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS localizer SE course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS Runway 9L localizer E course, extending from the 5-mile radius zone to 8.5 miles E of the airport reference point; within 2 miles each side of the ILS Runway 9R localizer W course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Rex, Ga., VOR 271° radial, extending from the 5-mile radius zone to 8.5 miles E of the Atlanta Airport and within a 3-mile radius of Morris AAF (latitude 33°37'20" N., longitude 84°20'30" W.).

Atlanta, Ga. (Dobbins AFB/NAS Atlanta).

Within a 5-mile radius of the Dobbins AFB/NAS Atlanta (latitude 33°55'00" N., longitude 84°31'00" W.); within 2 miles each side of the 105° bearing from the Lost Mountain, Ga., RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the 301° radial of the NAS Atlanta TACAN extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Atlantic City, N. J.

Within a 12-mile radius of the Atlantic City NAFEC Airport (Lat. 39°27'25" N, Long. 74°34'45" W), and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3-nmi offshore, on the SE by a line 3-nmi offshore, and on the NE by the Atlantic City VORTAC 112° radial, excluding the portion within a 2-mile radius of the Ocean City Airport (Lat. 39°16'00" N, Long. 74°36'15" W).

Augusta, Ga.

Within a 5-mile radius of Bush Field, Augusta, Ga. (latitude 33°22'10" N., longitude 81°57'55" W.); within 2 miles each side of the Augusta VOR 140° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the 166° bearing from the Augusta RBN, extending from the 5-mile radius zone to 1 mile S of the RBN; and within a 2-mile radius of Daniel Field, Augusta, Ga. (latitude 33°27'55" N., longitude 82°02'25" W.).

Augusta, Maine

Within a 5-mile radius of the center (44°19'15" N., 69°47'45" W.), of Augusta State Airport, Augusta, Maine; within 2 miles each side of the Augusta VOR 327° radial extending from the 5-mile radius zone to 6 miles northwest of the VOR; and within 2 miles each side of the Capital City, Maine, RBN (44°20'18" N., 69°48'42" W.) 333° bearing extending from the 5-mile radius zone to 6 miles northwest of the RBN.

AMENDMENTS 6/22/67 32 F. R. 7493 (Rewritten)

Austin, Tex. (Robert Mueller Municipal Airport)

Within a 5-mile radius of Robert Mueller Municipal Airport (latitude 30°17'55" N., longitude 97°42'00" W.); within 2 miles each side of the Austin ILS localizer NW course, extending from the 5-mile radius zone to 1 mile SE of the INT of the ILS localizer NW course and the Austin VORTAC 269° radial; and within 2 miles each side of the Austin VORTAC 184° radial, extending from the 5-mile radius zone to the VORTAC.

Austin, Tex. (Bergstrom AFB)

Within a 5-mile radius of Bergstrom AFB (latitude 30°11'45" N., longitude 97°40'35" W.); within 2 miles each side of the Bergstrom VOR 002° radial, extending from the 5-mile radius zone to 3.5 miles N of the VOR; within 2 miles each side of the Bergstrom ILS localizer S course, extending from the 5-mile radius zone to the LOM, excluding that portion within the Austin, Tex. (Robert Mueller Municipal Airport) control zone.

Baker, Oreg.

Within a 3-mile radius of Baker Municiapl Airport (Lat. 44°50'25" N, Long. 117°48'35" W).

Bakersfield, Calif.

Within a 5-mile radius of Meadows Field, Bakersfield, Calif. (latitude 35° 25' 40" N., longitude 119° 03' 05" W.), and within 2 miles W and 3 miles E of the Bakersfield VORTAC 338° radial, extending from the 5-mile radius zone to 7 miles NW of the VORTAC.

Baltimore, Md.

Within a 5-mile radius of the center, 39°10'25" N., 76°40'15" W., of Friendship International Airport, Baltimore, Md.; and within 2 miles each side of the Baltimore ILS west course extending from the 5-mile radius zone to 10 miles west of the OM.

AMENDMENTS 12/7/67 32 F. R. 14152 (Rewritten)

Bangor, Maine

Within a 5 mile radius of the center (44°48'20" N., 68°49'32" W.) of Dow AFB, Bangor, Maine excluding the portion within a 1-mile radius of the center (44°49'15" N., 68°43'00" W.) of the Down East Seaplane Base, Brewer, Maine; within 2 miles each side of the Bangor VORTAC 318° radial, extending from the 5-mile radius zone to 7 miles NW of the VORTAC; within 2 miles each side of the extended centerline of Runway 33 extending from the 5-mile radius zone to 4.5 miles NW of the lift-off end of the runway; within 2 miles each side of the Bangor VORTAC 135° radial, extending from the 5-mile radius zone to 12 miles SE of the VORTAC; within 2 miles each side of the Bangor ILS localizer SE course extending from the 5-mile radius zone to 8 miles SE of the OM; and within 2 miles each side of the Bangor VORTAC 053° radial extending from the VORTAC to the Old Town, Maine control zone

AMENDMENTS 5/25/67 32 F. R. 5769 (Rewritten)

Bartlesville, Okla.

Within a 5-mile radius of the Phillips Airport (latitude 36°45'45" N., longitude 96°00'30" W.), and within 2 miles each side of the Bartlesville VOR 355° radial, extending from the 5-mile radius zone to 8 miles N of the VOR, excluding the area N of latitude 36°46'00" N and E of longitude 95°58'30" W. This control zone shall be effective during the times established by a notice to Airmen and continuously published in the Airman's Information Manual.

Baton Rouge, La.

That airspace within a 5-mile radius of Ryan Airport, Baton Rouge, La. (latitude 30°31'55" N., longitude 91°09'00" W.); within a 2-mile radius of Downtown Airport, Baton Rouge, La. (latitude 30°26'45" N., longitude 91°06'25" W.); within 2 miles each side of the Baton Rouge ILS localizer SE course extending from the 5-mile radius zone to 6.5 miles SE of Ryan Airport, and within 2 miles each side of the Baton Rouge VORTAC 071° radial extending from the 5-mile radius zone to 1 mile E of the VORTAC.

Battle Creek, Mich.

Within a 5-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 2 miles each side of the Battle Creek VORTAC 050°, 117° and 215° radials, extending from the 5-mile radius zone to 8 miles NE, SE and SW of the VORTAC; and within 2 miles each side of the Kellogg Field ILS localizer SW course, extending from the 5-mile radius zone to 5 miles SW of the approach end of runway 4.

Beaufort, S. C.

Within a 5-mile radius of MCAS Beaufort (latitude 32°28'40" N., longitude 80°43'20" W.); and within 2 miles each side of the MCAS Beaufort RBN 042° bearing, extending from the 5-mile radius zone to 8 miles NE of the RBN.

Beaumont, Tex.

Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex. (latitude 29°57'05" N., longitude 94°01'10" W.), within 2 miles each side of the Beaumont VOR 223° radial extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Beaumont VOR 194° radial extending from the 5-mile radius zone to 8 miles south of the VOR, and within 2 miles each side of the Beaumont ILS localizer northwest course extending from the 5-mile radius zone to the OM.

AMENDMENTS 12/7/67 32 F. R. 13806 (Rewritten)

Bedford, Mass.
Within a 5-mile radius of Hanscom Airport (latitude 42°28'04" N., longitude 71°17'23" W.); within 2 miles each side of the Bedford ILS localizer W course extending from the 5-mile radius zone to 8 miles W of the LOM; within 2 miles each side of the extended centerline of Runway 23 extending from the 5-mile radius zone to 6 miles SW of the lift-off end of the runway; within 2 miles each side of the extended centerline of Runway 5 extending from the 5-mile radius zone to 6 miles NE of the lift-off end of the runway; and within a 1-mile radius of Erickson Airport (latitude 42°27'50" N., longitude 71°31'00" W.).

Beeville, Tex.
That airspace within a 5-mile radius of NAAS Chase Field, Beeville, Tex. (latitude 28°21'50" N., longitude 97°39'40" W.); within 2 miles each side of the NAAS Chase TACAN 129° and 321° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN.

AMENDMENTS 12/1/67 32 F. R. 17426 (Changed)

Belleville, Ill.
Within a 5-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 5-mile radius zone to 5.5 miles SE of the SE end of Scott AFB Runway 31.

Bellingham, Wash.
Within a 5-mile radius of Bellingham Municipal Airport (latitude 48°47'40" N., longitude 122°32'10" W.); within 2 miles each side of the Bellingham VOR 169° radial, extending from the 5-mile radius zone to 1 mile S of the VOR.

Bemidji, Minn.
Within a 5-mile radius of the Bemidji Municipal Airport (latitude 47°30'35" N., longitude 94°55'50" W.), within 2 miles each side of the Bemidji VOR 136° radial, extending from the 5-mile radius zone to the VOR and within 2 miles each side of the 262° bearing from the Bemidji Municipal Airport, extending from the 5-mile radius zone to 8 miles W of the airport, excluding the portion 9 miles SE of and parallel to the Bemidji VOR 024° and 204° radials. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airmen's Information Manual.

Benton Harbor, Mich.
Within a 5-mile radius of Ross Field, Benton Harbor, Mich. (latitude 42°07'45" N., longitude 86°25'45" W.) and within 2 miles each side of the 086° and 276° bearings from Ross Field, extending from the 5-mile radius zone to 8 miles east and west of the airport. This control zone shall be effective during specific times established in advance by a Notice to Airmen and continuously published in the Airman's Guide, or its successor publication, The Airman's Information Manual, now planned for publication on December 10, 1964.

PENDING AMENDMENT

Benton Harbor, Mich.
Within a 5-mile radius of Ross Field (latitude 42°07'40" N., longitude 86°25'40" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/1/68 32 F. R. 15523 (Rewritten)

Bethel, Alaska
Within a 5-mile radius of the Bethel Municipal Airport (latitude 60°47'01" N., longitude 161°49'59" W.); within 3 miles each side of the BEA RBN 014° bearing extending from the 5-mile radius zone to 8 miles N of the RBN; within 2 miles each side of the BET RBN 293° bearing extending from the 5-mile radius zone to 8 miles NW of the RBN; and within 2 miles each side of the Bethel VORTAC 213° radial extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

AMENDMENTS 9/14/67 32 F. R. 10838 (Rewritten)

Bettles, Alaska
Within a 5-mile radius of Bettles Airport (latitude 66°55'00" N., longitude 151°31'00" W.); within 2 miles each side of the 210° bearing from the RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, and within 2 miles each side of the Bettles VOR 216° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

AMENDMENTS 6/22/67 32 F. R. 7948 (Changed)

PENDING AMENDMENT

Bettles, Alaska
Within a 5-mile radius of the Bettles Municipal Airport (latitude 66°55'00" N., longitude 151°31'00" W.); within 2 miles southeast and 3 miles northwest of the 210° bearing from the Bettles RBN extending from the 5-mile radius zone to 8 miles southwest of the RBN.

AMENDMENTS 2/1/68 32 F. R. 16483 (Rewritten)

Big Delta, Alaska

Within a 5-mile radius of the Big Delta AAF, Fort Greely, Alaska (latitude 64°00' N., longitude 145°43' W.), and within 2 miles each side of the Big Delta RR NE and NW courses, extending from the 5-mile radius zone to 8 miles NE and 9½ miles NW of the RR; within 2 miles each side of the Big Delta VOR 040° and 315° radials, extending from the 5-mile radius zone to 8 miles NE and 10 miles NW of the VOR.

Big Spring, Tex.

That airspace within a 5-mile radius of Webb AFB, Big Spring, Tex. (latitude 32°12'50" N., longitude 101°31' 25" W.), within a 5-mile radius of Howard County Airport, Big Spring, Tex. (latitude 32°18'05" N., longitude 101°26'20" W.), within 2 miles each side of the Big Spring VOR 191° radial, extending from the 5-mile radius zone to 1 mile S of the VOR, within 2 miles each side of the Big Spring VOR 155° radial, extending from the 5-mile radius zone to the VOR, within 2 miles each side of the Webb TACAN 355° radial, extending from the 5-mile radius zone to 7.5 miles north of the TACAN, and within 2 miles each side of the Webb TACAN 190° radial extending from the 5-mile radius zone to 7.5 miles south of the TACAN.

Billings, Mont.

Within a 5-mile radius of Logan Field (latitude 45°48'25" N., longitude 108°31'55" W.); within 2 miles each side of the Billings ILS west and east courses, extending from the 5-mile radius zone to 8 miles west of the OM on the west and to the RBN on the east; and within 2 miles each side of the Billings VORTAC 095° and 267° radials, extending from the 5-mile radius zone to 8 miles west and 12 miles east of the VORTAC.

AMENDMENTS 7/20/67 32 F. R. 7819 (Rewritten)

Biloxi, Miss.

Within a 5-mile radius of Keesler AFB (latitude 30°24'39.2" N., longitude 88°55'25.9" W.); within 2 miles each side of the 036° bearing from Keesler RBN extending from the 5-mile radius zone to 8 miles northeast of the RBN; within 2 miles each side of the Keesler TACAN 047° radial extending from the 5-mile radius zone to 7 miles northeast of the TACAN; and within 2 miles each side of the Keesler AFB runway 3/21 centerline extending from the 5-mile radius zone to 6 miles southwest of the AFB, excluding that portion west of longitude 89°00'00" W., effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 5/22/67 32 F. R. 7818 (Rewritten)

Binghamton, N.Y.

Within a 5-mile radius of the center of Broome County Airport, Binghamton, N.Y., 42°12'35" N., 75°58'46" W.: within 2 miles each side of the Binghamton VOR 066° radial extending from the 5-mile radius zone to the VOR and within 2 miles each side of the airport ILS localizer SE course extending from the 5-mile radius zone to 2 miles SE of the OM.

Birmingham, Ala.

Within a 5-mile radius of the Birmingham Municipal Airport (latitude 33°33'50" N., longitude 86°45'30" W.); within 2 miles each side of the Birmingham localizer SW course extending from the 5-mile radius zone to 5.5 miles SW of the airport; within 2 miles each side of the 055° and 235° bearings from the Roebuck RBN extending from the 5-mile radius zone to 8 miles NE of the RBN.

AMENDMENTS 2/23/67 32 F. R. 3765 (Changed)

Bismarck, N. Dak.

Within a 5-mile radius of Bismarck Municipal Airport (latitude 46°46'33" N., longitude 100°45'14" W.), and within 2 miles each side of the Bismarck ILS localizer SE course, extending from the 5-mile radius zone to the OM.

Blackstone, Va.

Within a 4-mile radius of Blackstone AAF (latitude 37°04'30" N., longitude 77°57'45" W.), excluding the portion within R-6602; and within 2 miles each side of the 129° bearing from the Blackstone RBN, extending from the 4-mile radius zone to the RBN. This control zone is effective from 0600 to 2200 hours local time.

Bloomington, Ill.

Within a 5-mile radius of Bloomington Municipal Airport (latitude 40°28'50" N., longitude 88°55'45" W.); and within 2 miles each side of the Bloomington VOR 043° radial, extending from the 5-mile radius zone to a point 8 miles NE of the VOR. The control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Bloomington, Ind.

Within a 3-mile radius of the Monroe County Airport, Bloomington, Ind. (latitude 39°08'25" N., longitude 86°37'00" W.), and within 2 miles each side of the Bloomington VOR 236° radial, extending from the 3-mile radius zone to 8 miles SW of the VOR, and within 2 miles each side of the Bloomington VOR 072° radial, extending from the 3-mile radius zone to 8 miles E of the VOR, effective from 0600 to 2330 hours, local time, daily.

Bluefield, W. Va.
Within a 5-mile radius of Mercer County Airport, Bluefield, W. Va. (latitude 37° 17' 45" N., longitude 81° 12' 30" W.), with 2 miles each side of the Bluefield VOR 047° radial, extending from the 5-mile radius zone to 4.5 miles NE of the VOR, and within 2 miles each side of the Bluefield VOR 267° radial, extending from the 5-mile radius zone to 15 miles W of the VOR.

Blythe, Calif.
Within a 5-mile radius of Blythe Airport (Lat. 33°37'15" N, Long. 114°43'00" W).

Blytheville, Ark.
That airspace within a 5-mile radius of the Blytheville AFB (latitude 35°57'50" N., longitude 89°56'40" W.); within 2 miles each side of the Blytheville ILS localizer N course extending from the 5-mile radius zone to 0.5 mile S of the OM, within 2 miles each side of the Blytheville VOR 357° and 185° radials extending from the 5-mile radius zone to 7 miles N and 7 miles S of the VOR, within 2 miles each side of the extended centerline of Runway 17 extending from the 5-mile radius zone to 6 miles S of the airport, and within 2 miles each side of the Blytheville TACAN 357° and 185° radials extending from the 5-mile radius zone to 7 miles N and 6 miles S of the TACAN.

Boise, Idaho
Within a 5-mile radius of Boise Air Terminal (latitude 43°33'55" N., longitude 116°13'35" W.); within 2 miles each side of the Boise VORTAC 302° radial, extending from the 5-mile radius zone to 12 miles NW of the VORTAC and within 2 miles each side of the Boise VORTAC 130° radial, extending from the 5-mile radius zone to 12 miles SE of the VORTAC.

Borger, Tex.
That airspace within a 5-mile radius of Hutchinson County Airport, Borger, Tex., (latitude 35°41'55" N., longitude 101°23'40" W.); and within 2 miles each side of the Borger VOR 185° radial extending from the 5-mile radius zone to the VOR.
This control zone is effective during the dates and times published in the Airman's information Manual.

AMENDMENTS 10/12/67 32 F. R. 11631 (Changed)

Boston, Mass.
Within an 8-mile radius of the Logan International Airport (latitude 42°21'55" N., longitude 71°00'05" W.); and within 2 miles E and 3 miles W of the 020° bearing from the Logan International Airport runway 4R ILS LMM extending from the 8-mile radius zone to 10 miles N of the LMM.

Bowling Green, Ky.
Within a 4-mile radius of the center 36°57'55" N., 86°25'10" W. of Bowling Green-Warren County Airport, Bowling Green, Ky.; and within 2 miles each side of the Bowling Green VOR 206° radial extending from the 4-mile radius zone to 6.5 miles SW of the VOR.

Bozeman, Mont.
Within a 5-mile radius of Gallatin-Bozeman Airport (latitude 45°46'50" N., longitude 111°09'20" W.), and within 2 miles each side of the Bozeman VOR 277° radial extending from the 5-mile radius zone to 6 miles W of the VOR.

Bradford, Pa.
Within a 5-mile radius of the Bradford-McKean County Airport (latitude 41°48'10" N., longitude 78°38'20" W.); within 2 miles each side of the Bradford VOR 139° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; within 2 miles each side of the Bradford VOR 316° radial extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Bradford RBN 135° bearing, extending from the 5-mile radius zone to 7 miles SE of the RBN.

AMENDMENTS 1/5/67 32 F. R. 80 (Changed)

Brainerd, Minn.
Within a 5-mile radius of Brainerd-Crow Wing County Airport (latitude 46°23'25" N., longitude 94°08'20" W.); within 2 miles each side of the Brainerd VOR 300° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 313° bearing from Brainerd-Crow Wing County Airport extending from the 5-mile radius zone to 7 miles NW of the airport; and within 2 miles each side of the 043° bearing from Brainerd-Crow Wing County Airport, extending from the 5-mile radius zone to 7 miles NE of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual

Bremerton, Wash.

Within a 5-mile radius of the Kitsap County Airport (latitude 47°29'35" N., longitude 122°45'35" W.), and within 2 miles each side of the 209° bearing from the Kitsap RBN (latitude 47°29'48" N., longitude 122°45'36" W.), extending from the 5-mile radius zone to 8 miles SW of the RBN. This control zone will be effective during the time established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Bridgeport. Conn.

Within a 5-mile radius of the center 41°09'41" N., 73°07'35" W., of Bridgeport Municipal Airport. Bridgeport, Conn.: within 2 miles each side of the Bridgeport VOR 036° and 229° radials. extending from the 5-mile radius zone to 7 miles NE and 7 miles SW of the VOR.

Broomfield, Colo.

That airspace within a 5-mile radius of Jeffco Airport (latitude 39°54'30" N., longitude 105°06'50" W.). This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENT 2/2/67 31 F.R. 14674 (Added)

Brownsville, Tex.

That airspace within a 5-mile radius of Rio Grande Valley International Airport (latitude 25°54'25" N., longitude 97°25'25" W.), and within 2 miles each side of the Brownsville VORTAC 071° radial extending from the 5-mile radius zone to 8 miles east of the VORTAC, excluding the portion outside the United States.

AMENDMENTS 7/20/67 32 F. R. 7124 (Rewritten)

Brunswick, Ga. (Malcolm-McKinnon Airport)

Within a 5-mile radius of the Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.), and within 2 miles each side of the Brunswick VOR 023° radial, extending from the 5-mile radius zone to the VOR, excluding the portion within the Brunswick, Ga. (NAS Glynco) control zone.

Brunswick, Ga. (NAS Glynco)

Within a 5-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'00" W.); within 2 miles each side of the Glynco TACAN 055° radial, extending from the 5-mile radius zone to 7 miles NE of the TACAN; within 2 miles each side of the Glynco TACAN 250° radial, extending from the 5-mile radius zone to 8 miles W of the TACAN; within 2 miles each side of the 268° bearing from the Glynco RBN, extending from the 5-mile radius zone to 8 miles W of the RBN; and within a 1½-mile radius of the Brunswick Municipal Airport (latitude 31°11'00" N., longitude 81°29'00" W.).

Brunswick, Maine

Within a 5-mile radius of NAS Brunswick (latitude 43°53'35" N., longitude 69°56'20" W.); within 2 miles each side of the Navy Brunswick VOR 166° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; within 2 miles each side of the 166° bearing of the Navy Brunswick UHF RBN (latitude 43°53'42" N., longitude 69°56'49" W.), extending from the 5-mile radius zone to 8 miles S of the RBN; within 2 miles each side of a line bearing 353° from latitude 43°48'53" N., longitude 69°55'30" W., extending from the 5-mile radius zone to latitude 43°48'53" N., longitude 69°55'30" W.; within 2 miles each side of the Navy Brunswick TACAN 008° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN, excluding that airspace within a 1-mile radius of Topsham Airport; Topsham, Maine (latitude 43°56'55" N., longitude 69°59'50" W.).

Buffalo, N. Y.

Within a 5-mile radius of the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport, Buffalo, N. Y.; within 2 miles each side of the Greater Buffalo International Airport northeast localizer course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 5-mile radius zone to 6 miles east of the VORTAC excluding the portion within a 1-mile radius of Buffalo Airpark, 42°51'45" N., 78°43'00" W.

AMENDMENTS 11/9/67 32 F. R. 13857 (Rewritten)

Burbank, Calif.

Within a 5-mile radius of Hollywood-Burbank Airport, Calif. (latitude 34°12'15" N., longitude 118°21'30" W.), and within 2 miles each side of the Van Nuys, Calif., VOR 111° radial extending from the 5-mile radius zone to 17.5 miles SE of the VOR, excluding the portion **W** of a line from latitude 34°16'00" N., longitude 118°25'55" W., to latitude 34°09'25" N., longitude 118°25'40" W., and the portion within a 1-mile radius of Whiteman Airpark, Pacoima, Calif., latitude 34°15'35" N., longitude 118°24'45" W.

AMENDMENTS 5/26/67 32 F. R. 7706 (Changed); 6/22/67 32 F. R. 6554 (Changed)

Burley, Idaho
Within a 5-mile radius of Burley Municipal Airport (latitude 42°32'30" N., longitude 113°46'20" W.); within 2 miles each side of the Burley VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC.

Burlington, Iowa
Within a 5-mile radius of Burlington Municipal Airport (Lat. 40°47'06" N, Long. 91°07'27" W), and within 2 miles either side of the Burlington VOR 293° radial extending from the 5-mile radius zone to the VOR.

Burlington, Vt.
Within a 5-mile radius of the center, 44°28'15" N., 73°09'10" W., of the Burlington Airport, Burlington, Vt.; within 2 miles each side of the Burlington ILS localizer northwest course extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Burlington VOR 018° radial extending from the 5-mile radius zone to the VOR.

Butte, Mont.
Within a 5-mile radius of Silver Bow County Airport, Butte, Mont. (latitude 45°57'15" N., longitude 112°29'50" W.).

Calverton, N. Y.
Within a 5-mile radius of Peconic River Airport (latitude 40°54'55" N., longitude 72°47'35" W.), and within 2 miles each side of the Riverhead VORTAC 079° radial extending from the 5-mile radius zone to 12.5 miles E of the VORTAC, excluding the portion within the Suffolk County AFB control zone, Westhampton Beach, N. Y. This control zone is effective 0700-2330 hours, local time, Monday through Saturday and 0800 to 1630 hours, local time, Sunday.

Camp Douglas, Wis.
Within a 5-mile radius of Volk Field, Camp Douglas, Wis. (latitude43°56'25" N., longitude 90°15'20" W.), and within 2 miles each side of the Volk Field VORTAC 092° radial extending from the 5-mile radius zone to 12 miles E of the VORTAC. This control zone shall be effective during the specific dates and/or time established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Camp Springs, Md.
Within a 5-mile radius of Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.), within 2 miles E of the extended centerline of the Andrews AFB Runway 19-L and 2 miles W of the Andrews AFB ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Andrews AFB ILS localizer N course, extending from the 5-mile radius zone to the OM, excluding the portion within a 1-mile radius of Hyde Field, Clinton, Md. (latitude 38°45'00" N., longitude 76°56'00" W.), and excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Washington, D. C., control zone.

Cape Girardeau, Mo.
Within a 5-mile radius of the Cape Girardeau Municipal Airport (latitude 37°13'32" N., longitude 89°34'13" W.), within 2 miles each side of the Cape Girardeau VOR 036° radial extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles each side of the Cape Girardeau VOR 196° radial extending from the 5-mile radius zone to 8 miles S of the VOR.

Carlsbad, N. Mex.
Within a 5-mile radius of Cavern City Air Terminal (latitude 32°20'20" N., longitude 104°15'45" W.), and within 2 miles each side of the Carlsbad VOR 337° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 6/6/67 32 F. R. 8709 (Changed)

Casper, Wyo.
Within a 5-mile radius of Casper Air Terminal (latitude 42°54'25" N., longitude 106°27'50" W.); within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to 26 miles SW of the VORTAC; within 2 miles each side of the Casper ILS localizer W course, extending from the 5-mile radius zone to 5 miles W of the OM; within 2 miles each side of the 270° bearing from the Casper RBN, extending from the 5-mile radius zone to the RBN and within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to the VORTAC.

Cedar City, Utah
Within a 5-mile radius of Cedar City Municipal Airport (latitude 37°42'05" N.. longitude 113°05'52" W.) and within 2 miles on each side of the Cedar City VOR 195° radial extending from the 5-mile radius zone to the VOR.

Cedar Rapids, Iowa

That airspace within a 5-mile radius of Cedar Rapids Municipal Airport (latitude 41°53'05" N., longitude 91°42'45" W.), within 2 miles each side of the Cedar Rapids ILS localizer west course extending from the 5-mile radius zone to 8 miles west of the OM, within 2 miles each side of the Cedar Rapids, Iowa, VORTAC 264° radial extending from the 5-mile radius zone to 8 miles west of the VORTAC, and within 2 miles each side of the Cedar Rapids VORTAC 092° radial extending from the 5-mile radius zone to 9.5 miles east of the VORTAC.

AMENDMENTS 1/4/68 32 F. R. 14549 (Rewritten)

Chadron, Nebr.

Within a 5-mile radius of Chadron Municipal Airport (latitude 42°50'00" N.. longitude 103°05'50" W.) and within 2 miles each side of the 010° bearing from the Chadron Municipal Airport, extending from the 5-mile radius zone to 8 miles N of the airport.

Chamblee, Ga.

Within a 3-mile radius of De Kalb-Peachtree Airport, Chamblee, Ga., (Lat. 33°52'30" N, Long. 84°18'10" W) and within 2 miles either side of the Norcross, Ga., VORTAC 242° radial extending from the 3-mile radius zone to the VORTAC from 0700 to 2300 hours, local time, daily.

Champaign, Ill.

Within a 5-mile radius of the University of Illinois-Willard Airport, Champaign, Illinois (latitude 40°02'25" N., longitude 88°16'35" W.), within 2 miles each side of the Champaign VORTAC 123° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC; within 2 miles each side of the Champaign VORTAC 233° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC; within 2 miles each side of the Champaign VORTAC 030° radial extending from the 5-mile radius zone to 8 miles NE of the VORTAC; and within 2 miles each side of the Champaign VORTAC 326° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC.

Chandler. Ariz.

Within a 5-mile radius of Williams AFB (latitude 33°18'25" N., longitude 111°39'35" W.); within 2 miles each side of the Chandler TACAN 117° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN; and within 2 miles each side of the Chandler TACAN 141° radial, extending from the 5-mile radius zone to 9 miles SE of the TACAN. This control zone is effective from 0700 to 1700 hours local time, Monday through Friday, excluding Federal legal holidays.

Chantilly, Va.

Within a 5-mile radius of Dulles International Airport, Chantilly, Va., (Lat. 38°56'40" N, Long. 77°27'24" W); within 2 miles either side of the Dulles runway 1-R ILS localizer S course extending from the 5-mile radius zone to the runway 1-R ILS OM; within 2 miles either side of the Dulles runway 19-R ILS localizer N course extending from the 5-mile radius zone to 2 miles N of the runway 19-R ILS OM; within 2 miles either side of the Herndon, Va., **VORTAC 161° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles either side of the extended centerline of runway 30 extending from the 5-mile radius zone to 4 miles NW of the lift-off end of runway 30.**

Chanute, Kans.

Within a 5-mile radius of the Martin Johnson Airport, Chanute, Kans. (latitude 37°40'05" N., longitude 95°29'00" W.) and within 2 miles each side of the Chanute VOR 064° radial, extending from the 5-mile radius zone to the VOR.

Charleston, S. C.

Within a 5-mile radius of Charleston AFB/Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 2 miles each side of the Charleston VORTAC 018° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC; within 2 miles each side of the Charleston VORTAC 140° radial, extending from the 5-mile radius zone to 6 miles southeast of the VORTAC; within 2 miles each side of the Charleston VORTAC 211° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC; within 2 miles each side of the Charleston ILS localizer northwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Charleston VORTAC 332° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC.

PENDING AMENDMENT

The Charleston, S. C., control zone is amended as follows: "within 2 miles each side of the Charleston VORTAC 140° radial, extending from the 5-mile radius zone to 6 miles southeast of the VORTAC" is deleted.

AMENDMENTS 2/29/68 33 F. R. 67 (Changed)

Charleston, W. Va.

Within a 5-mile radius of the center, 38°22'21" N., 81°35'35" W., of Kanawha Airport, Charleston, W. Va.; within 2 miles each side of the ILS localizer NE course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Charleston, VORTAC 081° radial extending from the 5-mile radius zone to 2 miles E of the VORTAC.

Charlotte, N. C.

Within a 5-mile radius of Douglas Airport (latitude 35°12'58" N., longitude 80°56'22" W.); within 2 miles each side of the Charlotte ILS localizer SW course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Charlotte VOR 223° radial, extending from the 5-mile radius zone to 6 miles SW of the VOR; within 2 miles each side of the Charlotte VOR 058° radial, extending from the 5-mile radius zone to 5.5 miles NE of the VOR.

AMENDMENTS 3/30/67 32 F. R. 1086 (Changed)

PENDING AMENDMENT

The Charlotte, N. C., control zone is amended as follows: (latitude 35°12'58" N., longitude 80°56'22" W.) is deleted and (latitude 35°12'53" N., longitude 80°56'18" W.) is substituted therefor.

AMENDMENTS 2/1/68 32 F. R. 17575 (Changed)

Charlotte Amalie, Saint Thomas, V. I. (Harry S. Truman Airport)

Within a 5-mile radius of the Harry S. Truman Airport (latitude 18°20'25" N., longitude 64°58'10" W.). This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication International Notams.

AMENDMENTS 3/2/67 32 F. R. 3049 (Rewritten); Corr: 32 FR 10193

Charlottesville, Va.

Within a 4-mile radius of the Charlottesville-Albermarle Airport (latitude 38°08'25" N., longitude 78°27' 10" W.) and within 2 miles each side of the 021° bearing from the Charlottesville RBN, extending from the 4-mile radius zone to the RBN.

Chattanooga, Tenn.

Within a 5-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35° 02' 05" N., longitude 85° 12' 10" W.) within 2 miles each side of the Chattanooga VORTAC 333° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Chattanooga ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the airport; and within 2 miles each side of the Chattanooga ILS SW course, extending from the 5-mile radius zone to the INT of the ILS SW course and the 263° radial of the Chattanooga VORTAC.

Chesterfield (Spirit of St. Louis), Mo.

Within a 5-mile radius of the Spirit of St. Louis Airport, Chesterfield, Mo. (latitude 38° 39' 35" N., longitude 90° 38' 45" W.); within 2 miles each side of the Maryland Heights 243° radial extending from the 5-mile radius zone to 7 miles SW of the VORTAC; and within 2 miles each side of the Maryland Heights 310° radial extending from the 5-mile radius zone to 8 miles NW of the VORTAC. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS Corr: 32 F. R. 787;

Cheyenne, Wyo.

Within a 5-mile radius of Cheyenne Municipal Airport (latitude 41°09'20" N., longitude 104°48'30" W.) and within 2 miles each side of the Cheyenne ILS localizer E course, extending from the 5-mile radius zone to the OM.

Chicago, Ill. (Midway Airport)

Within a 5-mile radius of Chicago Midway Airport (latitude 41°47'04" N., longitude 87°45'12" W.); and within 2 miles each side of the Chicago Midway ILS localizer SE course extending from the 5-mile radius zone to 8 miles SE of the Kedzie RBN; and within 2 miles each side of the Chicago Midway ILS localizer NW course extending from the 5-mile radius zone to the OM.

Chicago, Ill. (O'Hare International Airport)

Within a 5-mile radius of Chicago O'Hare International Airport (latitude 41°59'10" N., longitude 87°54'28" W.); within 2 miles each side of the Chicago O'Hare Runway 14R and 14L ILS localizer NW courses, extending from the 5-mile radius zone to 7 miles NW of the airport, and within 2 miles each side of the Chicago O'Hare Runway 32R and 32L ILS localizer SE courses, extending from the 5-mile radius zone to 7 miles SE of the airport excluding the portion NE of a line between the INT's of the 5-mile radius zone and the 5-mile radius zone of Glenview, Ill., control zone.

Chicago, Ill. (Meigs Airport)

Within a 3-mile radius of Meigs Airport (latitude 41°51'30" N., longitude 87°36'30" W.) from 0600 to 2400 hours, local time, daily.

Chico, Calif.

Within a 5-mile radius of Chico Municipal Airport (latitude 39°47'45" N., longitude 121°51'25" W.) and within 2 miles each side of the Chico VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, excluding the portion within a 1-mile radius of Ranchero Airport, Chico, Calif. (latitude 39°43'10" N., longitude 121°52'10" W.). The control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Childress, Tex.

Within a 5-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.) and within 2 miles each side of the Childress VOR 182° radial, extending from the 5-mile radius zone to 8 miles S of the VOR.

China Lake, Calif.

Within a 5-mile radius of NAF China Lake (latitude 35°41'15" N., longitude 117°41'35" W.) and within 2 miles each side of the NAF China Lake TACAN 350° and 148° radials extending from the 5-mile radius zone to 8 miles N and SE of the TACAN.

Chincoteague, Va.

Within a 5-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.) and within 2 miles each side of the Snow Hill, Md., VOR 181° radial, extending from the 5-mile radius zone to 2.5 miles south of the VOR. This control zone is effective from 0800 to 1700 hours, local time, Monday through Friday, excluding Federal legal holidays.

AMENDMENTS 12/7/67 32 F. R. 14891 (Changed)

Christiansted, St. Croix, V. I.

Within a 5-mile radius of the Alexander Hamilton Airport (latitude 17°42'15" N., longitude 64°47'55" W.); within 2 miles each side of the St. Croix VOR 249° and 069° radials, extending from the 5-mile radius zone to 8 miles east of the VOR; within 2 miles each side of the 207° bearing from the St. Croix RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication International Notams.

AMENDMENTS 1/4/68 32 F. R. 17516 (Rewritten)

Cincinnati, Ohio

Within a 5-mile radius of the center, 39°06'14" N., 84°25'18" W., of Cincinnati Municipal (Lunken Field) Airport, Cincinnati, Ohio; within 2 miles each side of the Cincinnati Municipal ILS localizer north course extending from the 5-mile radius zone to the Madeira, Ohio, RBN and within 2 miles each side of a 227° bearing from the Lunken RBN extending from the 5-mile radius zone to the RBN.

AMENDMENTS 11/9/67 32 F. R. 12912 (Rewritten)

Clarksburg, W. Va.

With a 5-mile radius of the center of Benedum Airport, Clarksburg, W. Va., 39°17'40" N., 80°13'40" W. and within 2 miles each side of the centerline of Runway 3 extended northeasterly for 5 miles from the end of the runway effective 0530 to 2130 hours local time daily and 0600 to 2000 hours on Saturday.

Cleveland, Ohio (Burke-Lakefront Airport)

Within a 4-mile radius of the center, 41°31'00" N., 81°41'00" W., of Burke-Lakefront Airport, Cleveland, Ohio, and within 2 miles each side of the Burke-Lakefront ILS localizer NE course extending from the 4-mile radius zone to the OM. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 11/9/67 32 F. R. 13116 (Rewritten)

Cleveland, Ohio (Cleveland-Hopkins International Airport)

Within a 5-mile radius of the Cleveland-Hopkins International Airport (latitude 41°24'30" N., longitude 81°51'00" W.);

within 2 miles each side of the Runway 23-L-ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of the NE end of the runway; within 2 miles each side of the Runway 27-R-ILS localizer E course, extending from the 5-mile radius zone to the Runway 27-R-ILS OM; within 2 miles each side of the Strongsville, Ohio, VOR 012° radial, extending from the 5-mile radius zone to the VOR; and within a 1-mile radius of the Strongsville Airpark (latitude 41°19'25" N., longitude 81°51'50" W.).

Clinton, Okla.
Within a 5-mile radius of the Clinton-Sherman AFB (latitude 35°20'25" N., longitude 99°12'00" W.); within 2 miles each side of the Burns Flat VOR 003° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Clinton-Sherman AFB TACAN 174° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN; and within 2 miles each side of the Clinton-Sherman AFB TACAN 006° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

Clovis, N. Mex.
Within a 6-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34° 23' 01" N., longitude 103° 18' 58" W.); within 2 miles each side of the Cannon AFB TACAN 219° radial, extending from the 6-mile radius zone to 9 miles SW of the TACAN; within 2 miles each side of a 227° bearing from latitude 34°22'37" N., longitude 103° 18'59" W., extending from the 6-mile radius zone to 12 miles SW of latitude 34°22'37" N., longitude 103° 18'59" W.; within 2 miles each side of the Cannon TACAN 232° radial, extending from the 6-mile radius zone to 9 miles SW of the TACAN, and within 2 miles each side of a 242° bearing from latitude 34°22'37" N., longitude 103° 18'59" W., extending from the 6-mile radius zone to 8 miles SW of latitude 34°22'37" N., longitude 103°18'59" W.

Cocoa (Patrick AFB), Fla.
Within a 5-mile radius of Patrick AFB (latitude 28°14'05" N., longitude 80°36'35" W.); within 2 miles each side of the Patrick AFB TACAN 025° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN: and within 2 miles each side of the Melbourne, Fla., VOR 007° radial, extending from the 5-mile radius zone to 4 miles northeast of the VOR.

Cody, Wyo.
That airspace within a 5-mile radius of the Cody Municipal Airport, Cody, Wyo. (latitude 44°31'09" N., longitude 109°01'25" W.). This control zone is effective from 0600 until 1700 hours, local time, daily.

AMENDMENTS 8/17/67 32 F. R. 8580 (Added)

Cold Bay, Alaska
Within a 5-mile radius of Cold Bay Airport (Lat. 55°12'30" N, Long. 162°42'45" W); within 2 miles either side of the Cold Bay RR N course extending from the 5-mile radius zone to 8 miles N of the RR, and within 2 miles either side of the Cold Bay ILS localizer NW course extending from the 5-mile radius zone to the OM.
PENDING AMENDMENT
Cold Bay, Alaska
Within a 5-mile radius of Cold Bay Airport (latitude 55°12'22" N., longitude 162°43'22" W.); within 2 miles each side
of the Cold Bay VOR 335° radial and 2 miles each side of the Cold Bay ILS localizer N course, extending from the 5-mile radius zone to 12 miles N of the Cold Bay RR.

AMENDMENTS 1/5/67 31 F. R. 14260 (Rewritten); Eff. date changed (To be announced later) 31 F. R. 16127; Eff: 12/7/67 32 F. R. 14891 Eff: date changed 2/29/68 32 F. R. 16482

College Station, Tex.
Within a 5-mile radius of Easterwood Field, College Station, Tex. (latitude 30°35'00" N., longitude 96°22'00" W.), and within 2 miles each side of the 287° bearing from latitude 30°36'17" N., longitude 96°25'13" W., extending from the 5-mile radius zone to 8 miles west of latitude 30°36'17" N., longitude 96°25'13" W. and within 2 miles each side of the 307° bearing from latitude 30°36'17" N., longitude 96°25'13" W., extending from the 5-mile radius zone to 9 miles west of latitude 30°36'17" N., longitude 96°25'13" W.

AMENDMENTS 11/24/67 32 F. R. 17427 (Rewritten)

Colorado Springs, Colo.
Within a 6-mile radius of Peterson Field, Colorado Springs, Colo. (latitude 38°48'35" N., longitude 104°42'20" W.); within a 1-mile radius of Pikes Peak Airport, Fountain, Colo. (latitude 38°43'40" N., longitude 104°42'05" W.); within 2 miles each side of the Colorado Springs ILS localizer north course, extending from the 6-mile radius zone to 7 miles north of the localizer, within 2 miles each side of the Colorado Springs VORTAC 205° radial extending from the 6-mile radius zone to the VORTAC and within 2 miles each side of the Peterson VOR 087° radial, extending from the 6-mile radius zone to 9 miles east of the VOR.

Columbia, Mo.
Within a 5-mile radius of the Columbia Municipal Airport (latitude 38°58'25" N., longitude 92°21'50" W.); and within 2 miles each side of the Columbia VOR 003° radial, extending from the 5-mile radius zone to 8 miles N of the VOR.

Columbia, S. C.
Within a 5-mile radius of the Columbia Airport (latitude 33°56'26" N., longitude 81°07'13" W.); within 2 miles each side of the Columbia VORTAC 327° radial extending from the 5-mile radius zone to one mile NW of the VORTAC and within 2 miles each side of the Columbia ILS localizer W course extending from the 5-mile radius zone to one-half mile east of the OM.

Columbus, Ga. (Lawson AAF)

Within a 5-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the Lawson AAF VOR 021° radial extending from the 5-mile radius zone to 5.5 miles N of the airport; within 2 miles each side of the Lawson AAF VOR 209° radial extending from the 5-mile radius zone to 5.5 miles SW of the Lawson RBN; within 2 miles each side of the Lawson AAF VOR 341° radial, extending from the 5-mile radius zone to 6 miles N of the airport; within 2 miles each side of the 214° bearing from the Lawson RBN, extending from the 5-mile radius zone to 5.5 miles SW of the RBN, excluding that portion within R-3002A.

AMENDMENTS 2/27/67 32 F. R. 3766 (Changed)

Columbus, Ga. (Muscogee County Airport)

Within a 5-mile radius of Muscogee County Airport (Lat. 32°30'55" N, Long. 84°56'25" W); within 2 miles either side of the Columbus VOR 149° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 054° bearing from the Columbus LOM extending from the 5-mile radius zone to the LOM. excluding the portion within R-3002A.

AMENDMENTS 2/27/67 32 F. R. 3766 (Changed)

Columbus, Ind.

Within a 5-mile radius of Bakalar AFB, Columbus, Ind. (latitude 39°15'50" N., longitude 85°53'55" W.) and within 2 miles each side of the 044° bearing from the Bakalar AFB, extending from the 5-mile radius zone to 12 miles NE of the AFB, from 0730 to 2330 hours, local time, daily.

Columbus, Miss.

Within a 5-mile radius of Columbus AFB, Miss. (latitude 33°38'38" N., longitude 88°26'39" W.); within 2 miles each side of the Columbus AFB localizer NW course, extending from the 5-mile radius zone to 6 miles NW of the airport; within 2 miles each side of the Calendonia VOR 311° radial, extending from the 5-mile radius zone to 8.5 miles NW of the VOR; within 2 miles each side of the Caledonia TACAN 310° radial, extending from the 5-mile radius zone to 6.5 miles NW of the TACAN; and within 2 miles each side of the Caledonia TACAN 142° radial, extending from the 5-mile radius zone to 6 miles SE of the TACAN.

Columbus, Nebr.

Within a 5-mile radius of the Columbus Municipal Airport (latitude 41°26'50" N., longitude 97°20'25" W.), and within 2 miles each side of the Columbus VOR 340° and 141° radials, extending from the 5-mile radius zone to 8 miles N and SE of the VOR, and within 2 miles each side of the 330° bearing from the Columbus RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Columbus, Ohio

Within a 5-mile radius of the center, 39°59'30" N., 82°53'20" W., of Columbus Municipal Airport, Columbus, Ohio; within a 5-mile radius of the center, 39°48'50" N., 82°55'40" W., of Lockbourne AFB, Columbus, Ohio; within 2 miles each side of the Columbus runway 10L ILS localizer extending from the 5-mile radius zone to the runway 10L OM; within 2 miles each side of the Columbus runway 10R ILS localizer course extending from the 5-mile radius zone to 6.5 miles W of the runway 10R localizer; within 2 miles each side of the Colubmus runway 28L ILS localizer course extending from the 5-mile radius zone to the runway 28L OM; within 2 miles either side of a direct line extending from the Columbus RBN to the Lockbourne AFB within 2 miles each side of the Lockbourne TACAN 229° radial extending from the Lockboune AFB 5-mile radius area to 8 miles southwest of the TACAN; within 2 miles each side of the Lockbourne AFB northeast localizer course extending from the Lockbourne AFB 5-mile radius area to the Lockbourne OM including that airspace within

a 1-mile radius of the center, 39°53'10" N., 82°57'55" W., of South Columbus Airport, Columbus, Ohio and a ½-mile radius of the center, 39°54'20" N., 82°51'20" W., of Esselburne Airport.

Columbus, Ohio (Ohio State University Airport)

Within a 5-mile radius of the center 40°04'45" N., 83°04'20" W., of Ohio State University Airport, Columbus, Ohio, and within 2 miles each side of the Ohio State University RBN (40°04'47" N., 83°04'54" W.) 273° bearing extending from the Ohio State University 5-mile radius zone to 7 miles west of the RBN, excluding that portion within the control zone designated as Columbus, Ohio, control zone. This control zone shall be effective from 0700 to 2300 hours, local time, daily,

AMENDMENTS 1/3/68 33 F. R. 12 (Added)

Concord, Calif.

Within a 3-mile radius of Buchanan Field, Concord, Calif. (latitude 37°59'20" N., longitude 122°03'20" W.). within 2 miles each side of the Concord VOR 188° radial extending from the 3-mile radius zone to the VOR, effective from 0700 to 2300 hours, local time daily.

Concord, N. H.

Within a 5-mile radius of the center, 43°12'10" N., 71°30'10" W. of Concord Municipal Airport, Concord, N. H.; within 2 miles each side of the Concord VOR 284° radial extending from the 5-mile radius zone to 7 miles W of the VOR; within 2 miles each side of the 133° bearing from the Pembroke RBN (43°10'57" N., 71°28'18" W.), extending from the 5-mile radius zone to 7 miles SE of the radio beacon; within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius zone to 6 miles N of the end of the runway.

AMENDMENTS 6/22/67 32 F. R. 7250 (Changed)

Cordova, Alaska

Within a 5-mile radius of Cordova (Mile 13) Airport (Lat. 60°29'25" N, Long. 145°29'00" W); within 2 miles either side of the Cordova RR SE course extending from the 5-mile radius zone to the INT of the Cordova RR SE course and the Hinchinbrook, Alaska, RR E course, and within 2 miles either side of the Cordova RR SW course extending from the 5-mile radius zone to the INT of the Cordova RR SW course and the Hinchinbrook RR E course.

Corpus Christi, Tex.

Within a 5-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within 2 miles each side of the Corpus Christi VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the 5-mile radius zone to the OM.

Corpus Christi NAS, Tex.

Within a 5-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within 2 miles each side of the Navy Corpus VOR 010° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Navy Corpus RBN 315° bearing extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Navy Corpus TACAN 139° radial, extending from the 5-mile radius zone to 6 miles SE of the TACAN; and within 2 miles each side of the Navy Corpus TACAN 313° radial, extending from the 5-mile radius zone to 6 miles NW of the TACAN.

Cortez, Colo.

Within a 5-mile radius of Montezuma County Airport, Cortez, Colo. (latitude 37°18'15" N., longitude 108°37'35" W.). This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Corvallis, Oreg.

Within a 5-mile radius of Corvallis Municipal Airport (latitude 44°29'50" N., longitude 123°17'10" W.). This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Cotulla, Tex.

That airspace within a 3-mile radius of Cotulla Municipal Airport (latitude 28°27'15" N., longitude 99°13'05" W.) and within 2 miles each side of the Cotulla VOR 265° radial extending from the 3-mile radius zone to the VOR.

Covington, Ky.

Within a 5-mile radius of the center of Greater Cincinnati Airport 39°02'56" N., 84°39'53" W. and within 2 miles each side of the Cincinnati, Ohio, VORTAC 223° radial extending southwestward from the 5-mile radius zone for 5 miles.

Crescent City, Calif.

Within a 5-mile radius of Jack McNamara Field Crescent City (latitude 41°46'50" N., longitude 124°14'00" W.), within 2 miles each side of the Crescent City VORTAC 325° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC and within 2 miles each side of the Crescent City VORTAC 180° radial extending from the 5-mile radius zone to 7 miles south of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 9/14/67 32 F. R. 9956 (Rewritten)

Crestview, Fla.

Within a 5-mile radius of Bob Sikes Airport, Crestview, Fla. (latitude 30°46'47" N., longitude 86°31'21" W.) and within 2 miles each side of the Crestview VORTAC 109° radial extending from the 5-mile radius zone to the VORTAC.

Crossville, Tenn.

Within a 5-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.) and within 2 miles each side of the Crossville VORTAC 334° radial extending from the 5-mile radius zone to the VORTAC.

Crows Landing, Calif.

Within a 5-mile radius of ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.), excluding the portion within a 1-mile radius of Patterson Field, Patterson, Calif. (latitude 37°28'05" N., longitude 121°10'06" W.). This control zone will be effective from 0800 to 1630 hours, local time daily, Monday through Friday and times established in advnace by a notice to airmen and continuously published in the Airman's Information Manual.

Cut Bank, Mont.

Within a 5-mile radius of the Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); within 2 miles each side of the Cut Bank VOR 151° radial, extending from the 5-mile radius zone to 12 miles SE of the VOR.

Dalhart, Tex.

That airspace within a 5-mile radius of Dalhart Municipal Airport latitude 36°01'10" N., longitude 102°33'10" W.).

Dallas, Tex. (Addison Airport)

That airspace within a 5-mile radius of Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.); and within 2 miles each side of the Addison VOR 334° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR; excluding the portion S of a line from latitude 32°59'30" N., longitude 96°55'30" W., through latitude 32°56'30" N., longitude 96°51'30" W., to latitude 32°54'00" N., longitude 96°46'30" W.; and excluding the portion within a 1-mile radius of Highland Park Airport (latitude 32°55'15" N., longitude 96°46'17" W.). This control zone is effective from 0600 to 2200 hours, local time, daily.

Dallas, Tex. (Love Field)

That airspace bounded by a line beginning at latitude 32°53'15" N., longitude 96°59'35" W.; thence NE to latitude 32°56'30" N and the arc of a 5-mile radius circle centered at Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.), W of Addison Airport; thence clockwise along the arc of a 5-mile radius circle centered at Addison Airport to and clockwise along the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.) to longitude 96°49'30" W.; thence S along longitude 96°49'30" W. to and clockwise along the arc of a 5-mile radius circle centered at Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.) to the arc of an 8-mile radius circle centered at NAS Dallas (latitude 32°44'00" N., longitude 96°58'05" W.), SW of Redbird Airport; thence NE to latitude 32°39'35" N., longitude 96°54'15" W.; to longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field, SW of Love Field; thence clockwise along the arc of a 5-mile radius circle centered at Love Field to latitude 32°49'40" N., W of Love Field; to point of beginning; within 2 miles each side of the Addison VOR 334° radial, extending from the arc of a 5-mile radius circle centered at Addison Airport to 6 miles northwest of the VOR; within 2 miles each side of the Love Field No. 2 ILS localizer southeast course, extending from the arc of a 5-mile radius circle centered at Love Field to the Runway 31L OM; and within 2 miles each side of the 159° bearing from the Duncanville RBN, extending from the arc of a 5-mile radius circle centered at Redbird Airport to 8 miles south of the RBN; excluding the portions within the Dallas, Tex., (Addison Airport) and Dallas, Tex., (Redbird Airport) control zones during the hours that the Addison and Redbird Airport control zones are effective; and excluding the portion within a 1-mile radius of Highland Park Airport (latitude 32°55'15" N., longitude 96°46'17" W.).

AMENDMENTS 10/12/67 32 F. R. 12110 (Changed)

Dallas, Tex. (NAS Dallas)

That airspace bounded on the N by the Fort Worth, Tex. (Greater Southwest International Dallas-Fort Worth Field) control zone, on the E by the Dallas, Tex. (Love Field) and (Redbird Airport) control zones; within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, extending from 6 to 9.5 miles of the VORTAC; thence E via latitude 32°41'20" N., extending from a line 2 miles E of and parallel to the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, to the arc of a 5-mile radius circle centered on Dallas NAS (latitude 32°44'00" N., longitude 96°58'05" W.), SW of Dallas NAS; thence counterclockwise along this arc to longitude 97°00'15" W., SW of Dallas NAS; thence S via longitude 97°00'15" W., to latitude 32°39'19" N.; thence E via latitude 32°39'19" N. to the intersection of a 5-mile radius circle centered on Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.), SW of Redbird Airport, thence counterclockwise along the arc of the 5-mile radius circle centered on Redbird Airport to its intersection with the arc of an 8-mile radius circle centered at Dallas NAS, SW of Redbird Airport.

Dallas, Tex. (Redbird Airport)

That airspace within a 5-mile radius of Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.); and within 2 miles each side of the 159° bearing from the Duncanville RBN, extending from the 5-mile radius zone to 8 miles S of the RBN; excluding the portion W of a line from the intersection of the Redbird Airport 5-mile radius zone and the arc of an 8-mile radius circle centered at NAS Dallas (latitude 32°44'00" N., longitude 96°58'05" W.), SW of Redbird Airport, through latitude 32°39'35" N., longitude 96°54'15" W., to longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.), SW of Love Field. This control zone is effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 10/12/67 32 F. R. 12110 (Changed)

Danville, Va.
Within a 5-mile radius of the center 36°34'20" N., 79°20'05" W. of Danville Airport, Danville, Va.; and within 2 miles each side of the Danville VOR 044° and 208° radials extending from the 5-mile radius zone to 7 miles NE and 7 miles SW of the VOR.

Davenport, Iowa
Within a 5-mile radius of the Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.), and within 2 miles each side of the 224° bearing from the Davenport RBN extending from the 5-mile radius zone to 8 miles southwest of the RBN. This control zone shall be effective during the specific dates and/or times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Dayton, Ohio (James M. Cox-Dayton Municipal)
Within a 5-mile radius of the center, 39°53'57" N., 84°12'45" W. of James M. Cox-Dayton Municipal Airport, Dayton, Ohio, excluding that airspace within a 1-mile radius of the center, 39°54'52" N., 84°18'45" W. of Studebaker Farms Airport, Union, Ohio.

Dayton, Ohio (Wright-Patterson AFB)
Within a 5-mile radius of the center, 39°49'25" N., 84°02'55" W. of Patterson AFB, Dayton, Ohio; within 2 miles each side of the Patterson VOR 039° radial extending from the 5-mile radius zone to 10 miles northeast of the VOR; within 2 miles each side of the Patterson TACAN 054° radial extending from the 5-mile radius zone to 8 miles northeast of the TACAN; within a 5-mile radius of the center, 39°46'35" N., 84°06'35" W. of Wright AFB, Dayton, Ohio; within a 5-mile radius of the center, 39°50'45" N., 83°50'15" W. of Springfield Municipal Airport, Springfield, Ohio; and within 2 miles each side of the Springfield RBN 054° bearing extending from the Springfield 5-mile radius zone to 6 miles northeast of the RBN.

Daytona Beach, Fla.
Within a 5-mile radius of the Daytona Beach Municipal Airport (latitude 20°11'05" N., longitude 81°03'20" W.; within a 3-mile radius of the Ormond Beach Municipal Airport (latitude 29°18'00" N., longitude 81°06'49" W.); within 2 miles each side of the Daytona Beach VORTAC 156° radial, extending from the 3-mile radius zone to the 5-mile radius zone; within 2 miles each side of the Daytona Beach VORTAC 256° radial, extending from the 3-mile radius zone to 8 miles west of the VORTAC; and within 2 miles each side of the 065° bearing from the Daytona Beach LOM, extending from the 5-mile radius zone to the LOM.

AMENDMENTS 7/20/67 32 F. R. 7706 (Rewritten)

Decatur, Ill.
Within a 5-mile radius of the Decatur Municipal Airport (latitude 39°50'03" N., longitude 88°52'10" W.) and within 2 miles each side of the Decatur VOR 351° radial extending from the 5-mile radius zone south to the VOR from 0700 to 2300 hours local time daily.

Del Rio, Tex.
That airspace within a 5-mile radius of Laughlin AFB, Del Rio, Tex. (latitude 29°21'35" N., longitude 100° 46'35" W.); within 2 miles each side of the Laughlin VOR 300° radial extending from the 5-mile radius zone to 12 miles NW of the VOR within 2 miles each side of the Laughlin TACAN 305° radial extending from the 5-mile radius zone to 8.5 miles NW of the TACAN, within 2 miles each side of the Laughlin ILS NW course extending from the 5-mile radius zone to 8 miles NW of the airport, and within 2 miles each side of the Laughlin TACAN 144° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN. This control zone is effective during the dates and times established in advance by the publication of Special Notices in the Airman's Information Manual.

Deming, N. Mex.
Within a 5-mile radius of Deming Municipal Airport (latitude 32°15'25" N., longitude 107°43'00" W.); within 2 miles either side of the Deming VOR 270° radial extending from the 5-mile radius zone to 5.5 miles W of the airport and within 2 miles either side of the Deming VOR 264° radial extending from the 5-mile radius zone to 5.5 miles E of the airport.

Denver, Colo.
Within a 9-mile radius of Stapleton Municipal Airport (latitude 39°46'30" N., longitude 104°52'40" W.), within a 9-mile radius of Buckley ANGB Airport (latitude 39°42'05" N., longitude 104°45'10" W.), and within 2 miles each side of the 151° bearing from Buckley ANGB, extending from the 9-mile radius zone to 15 miles southeast of Buckley ANGB, excluding the portion within a 1-mile radius of Skyline Airport (latitude 39°46'37" N., longitude 104°36'57" W.).

AMENDMENTS 12/7/67 32 F. R. 14153 (Rewritten)

Des Moines, Iowa

Within a 5-mile radius of the Des Moines Municipal Airport, (latitude 41°32'10" N., longitude 93°39'28" W.); and within 2 miles each side of the Des Moines VORTAC 356° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Des Moines ILS localizer SE and NW courses extending from the 5-mile radius zone SE to the LOM and NW to 6 miles NW of the NW end of the Des Moines Municipal Airport Runway 12.

Detroit, Mich. (Metropolitan Wayne County Airport)

Within a 5-mile radius of Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer NE course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Willow Run) control zone.

Detroit, Mich. (Willow Run Airport)

Within a 5-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Willow Run VOR 237° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, within 2 miles each side of the Willow Run Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Metropolitan Wayne County Airport) control zone.

Detroit, Mich.

Within a 5-mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), within 2 miles each side of the Detroit City Airport ILS localizer NW course extending from the 5-mile radius zone to 6 miles NW of the approach end of the Detroit City Airport Runway 15; and within 2 miles each side of the Windsor, Ontario, Canada VOR 320° radial extending from the 5-mile radius zone to the United States/Canadian border.

Devils Lake, N. Dak.

Within a 5-mile radius of Devils Lake Municipal Airport (latitude 48°06'47" N., longitude 98°54'26" W.); within 2 miles each side of the Devils Lake VOR 324° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR; within 2 miles each side of the 026° bearing from Devils Lake Municipal Airport, extending from the 5-mile radius zone to 8 miles NE of the airport; and within 2 miles each side of the 121° bearing from Devils Lake Municipal Airport, extending from the 5-mile radius zone to 8 miles SE of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Dickinson, N. Dak.

Within a 5-mile radius of Dickinson Municipal Airport (latitude 46°47'51" N., longitude 102°47'49" W.).

Dodge City, Kans.

Within a 5-mile radius of Dodge City Municipal Airport (Lat. 37°45'45" N, Long. 99°58'00" W), and within 2 miles either side of the Dodge City VOR 161° radial, extending from the 5-mile radius zone to the VOR.

Dothan, Ala.

Within a 5-mile radius of Dothan Airport (latitude 31°19'10" N., longitude 85°27'30" W.); within 2 miles each side of the Dothan VORTAC 156° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; and within a 1.5-mile radius of the Baker's Skytel Airport (latitude 31°11'55" N., longitude 85°20'55" W.).

AMENDMENTS 2/21/67 32 F. R. 3438 (Rewritten); 1/4/68 32 F. R. 15810 (Rewritten)

Douglas, Ariz.

Within a 5-mile radius of Bisbee-Douglas International Airport (latitude 31°28'00" N., longitude 109°36'10" W.); within 2 miles each side of the Douglas VORTAC 332° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC, and within 2 miles each side of the Douglas VORTAC 347° radial, extending from the 5-mile radius zone to 6 miles north of the VORTAC.

Dover, Del.

Within a 5-mile radius of the center, 39°07'45" N., 75°27'50" W. of Dover AFB, Dover, Del., excluding a 1-mile radius of the center 39°11'15" N., 75°32'00" W. of Dover Airpark, Dover, Del., and within 2 miles each side of the Dover TACAN 176° radial extending from the 5-mile radius zone to 7 miles S of the TACAN; within 2 miles each side of the Dover TACAN 130° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN; within 2 miles each side of the Dover TACAN 008° radial extending from the 5-mile radius zone to 7 miles N of the TACAN.

AMENDMENTS 9/14/67 32 F. R. 11519 (Changed)

DuBois, Pa.
Within a 5-mile radius of the DuBois-Jefferson County Airport (latitude 41°10'45" N., longitude 78°53'45" W.), excluding the portion within a 1-mile radius of Bywater Airport, Falls Creek, Pa. (latitude 41°09'55" N., longitude 78°48'15" W.).

Dubuque, Iowa
Within a 5-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., Longitude 90°42'32" W.); within 2 miles each side of the Dubuque VORTAC 126° and 321° radials, extending from the 5-mile radius zone to 8 miles SE and NW of the VORTAC, effective 0600 to 2100 hours, local time, daily.

AMENDMENT 2/2/67 31 F.R. 15236 (Rewritten)

Duluth, Minn.
Within a 5-mile radius of Duluth, Minn., International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth ILS west course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Duluth ILS east course, extending from the 5-mile radius zone to 8 miles east of the intersection of the Duluth ILS east course and the Duluth VORTAC 062° radial; within 2 miles each side of the Duluth VORTAC 197° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC; and within 2 miles each side of the Duluth VORTAC 023° radial, extending from the 5-mile radius zone to 9 miles northeast of the VORTAC.

AMENDMENTS 9/14/67 32 F. R. 10838 (Rewritten)

Durango, Colo.
That airspace within a 5-mile radius of La Plata Field (latitude 37°09'12" N., longitude 107°45'04" W.), and within 2 miles each side of the Durango 225° radial extending from the 5-mile radius zone to 7 miles SW of the VOR, effective from 0600 to 2200 hours, l.t. daily.

Dyersburg, Tenn.
Within a 5-mile radius of the Dyersburg Municipal Airport (latitude 36°00'00" N., longitude 89°24'20" W.); within 2 miles each side of the Dyersburg VORTAC 258° radial, extending from the 5-mile radius zone to the VORTAC, effective from 0600 to 2200 hours local time daily.

East Hartford, Conn.
Within a 5-mile radius of the center 41°45'08" N., 72°37'21" W. of Rentschler Field, East Hartford, Conn.; within 2 miles each side of the Hartford VOR 334° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of a line bearing 191° from the Hartford RBN extending from the 5-mile radius zone to 7 miles S of the RBN. This control zone is effective from 0700 to 2300 hours local time daily.

Eastover, S. C.
Within a 5-mile radius of McEntire ANGB (latitude 33°55'26" N., longitude 80°48'14" W.) and within 2 miles each side of the McEntire VOR 138° radial extending from the 5-mile radius zone to 10.5 miles SE of the VOR.

Eau Claire, Wis.
That airspace within a 5-mile radius of Eau Claire Municipal Airport (latitude 44°51'47" N., longitude 91°29'13" W.), and within 2 miles each side of the 274° bearing from Eau Claire Municipal Airport, extending from the 5-mile radius zone to 8 miles W. of the airport.

Edwards AFB, Calif.
Within an 8-mile radius of Edwards AFB (latitude 34°54'20" N., longitude 117°52'55" W.).

Eglin AFB, Fla.
Within a 5-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.); within 2 miles either side of the 011° bearing from the Destin (Eglin AFB) RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the extended centerline of the Eglin AFB Runway 30, extending from the 5-mile radius zone to 6 miles southeast of the Eglin AFB ILS middle marker.

El Centro, Calif.
Within a 5-mile radius of NAF El Centro (latitude 32°49'20" N., longitude 115°40'15" W.); within a 5-mile radius of Imperial County Airport, El Centro, Calif. (latitude 32°50'10" N., longitude 115°34'30" W.); within 2 miles each side of the Imperial VORTAC 297° radial, extending from the NAF El Centro 5-mile radius zone to the VORTAC, and within 2 miles each side of the Imperial VORTAC 327° radial, extending from the Imperial County 5-mile radius zone to the VORTAC.

El Dorado, Ark.
That airspace within a 5-mile radius of Goodwin Airport, El Dorado, Ark. (latitude 33°13'05" N., longitude 92°48'45" W.).

Elizabeth City, N. C.

Within a 5-mile radius of CGAS Elizabeth City (latitude 36°15'50" N., longitude 76°10'40" W.); within 2 miles each side of the Elizabeth City VOR 194° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; and within 2 miles each side of the Elizabeth City VOR 350° and 357° radials, extending from the 5-mile radius zone to 8 miles N of the VOR.

AMENDMENTS 1/25/67 32 F. R. 2440 (Rewritten); 3/28/67 32 F. R. 5677 (Changed)

Elkins, W. Va.

Within a 5-mile radius of the center 38°53'25" N., 79°51'25" W. of Elkins-Randolph County Airport, Elkins, W. Va.; and within 2 miles each side of a line bearing 037° from the Elkins Radio Range extending from the 5-mile radius zone to 8 miles NE of the range, effective sunrise to sunset.

Elko, Nev.

Within a 5-mile radius of Elko Municipal Airport (Lat. 40°49'35" N, Long. 115°47'20" W).

Elmira, N.Y.

Within a 5-mile radius of the center of Chemung County Airport, Elmira, N.Y., 42°09'37" N., 76°53'35" W.; within 2 miles each side of the Elmira VOR 057° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the airport ILS localizer NE course extending from the 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the centerline of Runway 1 extended northerly from the 5-mile radius zone for 3 miles; within 2 miles each side of the centerline of Runway 10 extended easterly from the 5-mile radius zone for 1 mile; within 2 miles each side of the centerline of Runway 19 extended southerly from the 5-mile radius zone for 2 miles and within 2 miles each side of the centerline of Runway 28 extended westerly from the 5-mile radius zone for 4 miles.

El Paso, Tex.

That airspace bounded by a line beginning at latitude 31°45'15" N., longitude 106°26'30" W.; thence clockwise along the arc of a 5-mile radius circle centered at the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) to latitude 31°52'10" N., longitude 106°26'00" W.; to latitude 31°56'20" N., longitude 106°26'00" W.; thence clockwise along the arc of a 7-mile radius circle centered at latitude 31°50'55" N., longitude 106°22'45" W.; to latitude 31°47'30" N., longitude 106°16'45" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport; to latitude 31°43'15" N., longitude 106°22'20" W.; thence via the United States/Mexican Border to point of beginning.

El Toro, Calif.

Within a 5-mile radius of MCAS El Toro (latitude 33°40'34" N., longitude 117°43'50" W.); within 2 miles W and 3 miles E of the El Toro VOR 175° radial extending from the 5-mile radius zone to 12 miles S of the VOR, and within 2 miles each side of the El Toro VOR 225° radial extending from the 5-mile radius zone to 8 miles SW of the VOR, excluding the portion within the Orange County, Calif., and Santa Ana, Calif., control zones.

Emporia, Kans.

Within a 5-mile radius of the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.).

Enid, Okla.

That airspace within a 5-mile radius of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 2 miles W and 5 miles E of the Vance AFB ILS localizer S course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Vance AFB TACAN 185° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN; and within 2 miles each side of the Vance VOR 134° radial, extending from the 5-mile radius zone NW to the VOR; and within 2 miles each side of the Vance AFB TACAN 348° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN; and within 2 miles W and 3 miles E of the Vance AFB 17R-35L runway centerline, extending from the 5-mile radius zone to 6 miles N of Vance AFB; and within a 5-mile radius of Woodring Field (latitude 36°22'45" N., longitude 97°47'30" W.); and within 2 miles each side of the Woodring VOR 355° radial, extending from the 5-mile radius zone to 8 miles N of the VOR; and within 2 miles each side of the Woodring VOR 185° radial, extending from the 5-mile radius zone to 8 miles S of the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 8/17/67 32 F. R. 9155 (Changed)

Ephrata, Wash.

Within a 5-mile radius of Ephrata Municipal Airport (latitude 47°18'20" N., longitude 119°30'40" W.), and within 2 miles each side of the Ephrata VORTAC 223° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 12/7/67 32 F. R. 12913 (Rewritten)

Erie, Pa.

Within a 5-mile radius of Port Erie Airport (Lat. 42°04'56" N, Long. 80°10'44" W), within 2 miles either side of the Erie VORTAC 054° radial extending from the 5-mile radius zone to the VORTAC.

Escanaba, Mich.

Within a 5-mile radius of Escanaba Municipal Airport (latitude 45°43'25" N., longitude 87°05'40" W.); within 2 miles each side of the Escanaba 007°, 101°, and 266° radials extending from the 5-mile radius zone to 8 miles north, east, and west of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

Eugene, Oreg.

Within a 5-mile radius of Mahlon-Sweet Field (latitude 44°07'25" N., longitude 123°13'05" W.); within 2 miles each side of the Eugene VORTAC 007° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC, and within 2 miles each side of the Eugene VORTAC 172° radial, extending from the 5-mile radius zone to 8.5 miles south of the VORTAC.
AMENDMENTS 5/11/67 32 F. R. 7124 (Changed); 1/4/68 32 F. R. 14648 (Rewritten)

Evansville, Ind.

Within a 5-mile radius of Dress Memorial Airport, Evansville, Ind., (38°02'13" N., 87°31'58" W.).

Everett, Wash.

Within a 5-mile radius of Paine Field, Everett, Wash. (latitude 47°54'40" N., longitude 122°16'50" W.); within 2 miles each side of the Paine VOR 356° radial, extending from the 5-mile radius zone to 8 miles N of the VOR and within 2 miles each side of the Paine TACAN 175° radial, extending from the 5-mile radius zone to 6.5 miles S of the TACAN.

Fairbanks, Alaska (Eielson AFB).

Within a 5-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.); within 2 miles each side of the Eielson VOR 159° and 339° radials, extending from the 5-mile radius zone to 1 mile SE of the VOR, and within 2 miles each side of the Runway 31 extended centerline, extending from the 5-mile radius zone to 5 miles NW of the NW end of Runway 31.

Fairbanks, Alaska (Fairbanks International-Wainwright AAF).

Within a 5-mile radius of Fairbanks International Airport (latitude 64°49'09" N., longitude 147°51'14" W.); within a 5-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.); within 2 miles each side of the Fairbanks localizer NE course, extending from the Fairbanks 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the Fairbanks localizer SW course, extending from the Fairbanks 5-mile radius zone to 8 miles SW of the airport; and within 2 miles each side of the Fairbanks RR E course, extending from the Wainwright 5-mile radius zone to 7 miles E of the RR.

Fairfield, Calif.

Within a 5-mile radius of Travis AFB, Fairfield, Calif. (latitude 38°15'45" N., longitude 121°55'35" W.), and within 2 miles each side of the Travis VOR 229° radial, extending from the 5-mile radius zone NE to the VOR and 18 miles SW of the VOR.

Fairmont, Minn.

Within a 5-mile radius of Fairmont Municipal Airport (latitude 43°38'45" N., longitude 94°25'15" W.); within 2 miles each side of the 132° bearing from Fairmont Municipal Airport, extending from the 5-mile radius zone to 8 miles SE of the airport; and within 2 miles each side of the 319° bearing from Fairmont Municipal Airport, extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.
AMENDMENTS 3/2/67 32 F. R. 1035 (Rewritten)

Fallon, Nev.

Within a 5-mile radius of NAAS Fallon (latitude 39°25'10" N., longitude 118°42'00" W.); within 2 miles each side of the NAAS Fallon TACAN 139° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 5-mile radius zone to 5.5 miles NW of the TACAN.

Falmouth, Mass.

Within a 5-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within 2 miles each side of the extended centerline of Runway 5, extending from the 5-mile radius zone to 6 miles NE of the end of Runway 5; within 2 miles each side of the Otis TACAN 030° radial, extending from the 5-mile radius zone to 8 miles NE of the TACAN; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 5 miles SE of the end of Runway 14; within 2 miles each side of the Otis TACAN 139° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN; within 2 miles each side of the extended centerline of Runway 23, extending from the 5-mile radius zone to 5 miles SW of the end of Runway 23; within 2 miles each side of the Otis TACAN 224° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN; within 2 miles each side of the extended centerline of Runway 32, extending from the 5-mile radius zone to 5 miles NW of the end of Runway 32; within 2 miles each side of the Otis TACAN 299° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Farewell, Alaska

Within a 5-mile radius of Farewell Airport (lat. 62°30'25" N, Long. 153°53'25" W, from 0745 to 1545 hours, local time, daily.

AMENDMENTS 6/22/67 32 F. R, 7706 (Changed)

Fargo, N. Dak.

Within a 5-mile radius of Hector Field (latitude 46°55'04" N., longitude 96°48'58" W.), within 2 miles each side of the Fargo ILS localizer N and S courses, extending from the RBN to LOM, and within 2 miles on each side of the Fargo VORTAC 009° radial, extending from the 5-mile radius zone to the VORTAC.

Farmington, N. Mex.

Within a 5-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.); and within 2 miles each side of the Farmington VORTAC 268° radial, extending from the 5-mile radius zone to the VORTAC.

Fayetteville, Ark.

Within a 5-mile radius of Fayetteville Municipal Airport-Drake Field (latitude 36°00'15" N., longitude 94°10'05" W.); within 2 miles each side of the Drake VOR 328° radial extending from the 5-mile radius zone to 8 miles NW of the VOR.

Fayetteville, N. C.

Within a 5-mile radius of Grannis Field (latitude 34°59'25" N., longitude 78°52'50" W.); within 2 miles each side of the Fayetteville VOR 233° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Fayetteville ILS localizer SW course, extending from the 5-mile radius zone to the LOM.

Findlay, Ohio

Within a 5-mile radius of the center, 41°00'55" N., 83°40'15" W. of Findlay Airport, Findlay, Ohio, excluding the portion within a 1-mile radius of the center, 40°57'40" N., 83°35'45" W. of Lutz Airport, Findlay, Ohio; within 2 miles each side of the Findlay VOR 046° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Findlay RBN 178° bearing extending from the 5-mile radius zone to 8 miles S of the RBN; and within 2 miles each side of the Findlay RBN 248° bearing extending from the 5-mile radius zone to 8 miles SW of the RBN.

Flagstaff, Airz. (Pulliam Airport)

That airspace within a 5-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.), within 2 miles each side of the Flagstaff VOR 084° radial, extending from the 5-mile radius zone to 11.5 miles E of the VOR, within 2 miles each side of the Flagstaff VOR 096° radial extending from the 5-mile radius zone to 7.5 miles E of the VOR, and within 2 miles each side of the Flagstaff VOR 189° radial extending from the 5-mile radius zone to 7.5 miles S of the VOR.

Flint, Mich.

Within a 5-mile radius of Flint, Mich., Bishop Airport (latitude 42°57'55" N., longitude 83°44'30" W.), and within 2 miles each side of the Flint VORTAC 052° 075°, 187°, 219°, 280° and 351° radials extending from the 5-mile radius zone to 8 miles NE, E, S, SW, W, and N of the VORTAC.

AMENDMENTS 10/12/67 32 F. R. 12110 (Rewritten)

Florence, S. C.

Within a 5-mile radius of the Florence, S. C., Municipal Airport (latitude 34°11'17" N., longitude 79°43'28" W.); within 2 miles each side of the Florence VORTAC 052° and 232° radials extending from the 5-mile radius zone to 8 miles NE of the VORTAC.

Fort Belvoir, Va.

Within a 3-mile radius of the center, 38°42'55" N., 77°10'50" W., of the Davison AAF, Fort Belvoir, Va.; within 2 miles each side of the centerline of Runway 32 extended from the 3-mile radius zone to 5 miles northwest of the end of the runway; within 2 miles each side of the centerline of Runway 14 extended from the 3-mile radius zone to 5 miles southeast of the end of the runway.

Fort Bragg, N. C.

Within a 5-mile radius of Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.), excluding the portion within R-5311 and that area SE of a line extending from latitude 35°11'15" N., longitude 78°56'05" W. to latitude 35°05'55" N., longitude 79°00'50" W.; within 2 miles each side of the 042° bearing from the Pope RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN; within 2 miles each side of the Pope VOR 227° radial, extending from the 5-mile radius zone to 1 mile SW of the VOR; within 2 miles each side of the Pope TACAN 037° radial, extending from the 5-mile radius zone to 7 miles NE of the TACAN.

Fort Dodge, Iowa

Within a 5-mile radius of the Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'21" W.). This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Fort Eustis, Va.

Within a 3-mile radius of Felker AAF, Fort Eustis, Va., (latitude 37°07'55" N., longitude 76°36'30" W.), within 2 miles each side of the 320° bearing from the Felker AAF RBN (latitude 37°08'28" N., longitude 76°37'07" W.), extending from the 3-mile radius zone to 5 miles NW of the RBN, and within 2 miles each side of the Felker AAF Runway 13 extended centerline, extending from the 3-mile radius zone to 4 miles NW of the NW end of the Runway 13, excluding the portion within the Newport News, Va., control zone.

Fort Huachuca, Ariz.

Within a 5-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 5-mile radius zone to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 5-mile radius zone to 15 miles SE of the VOR. This control zone shall be effective from 0600 to 2000 hours, local time, Monday through Friday, and from 0600 to 1800 hours, local time, Saturday and Sunday, excluding Federal legal holidays.

Fort Knox, Ky.

Within a 5-mile radius of the center, 37°54'25" N., 85°58'15" W. of Godman AAF, Fort Knox, Ky., within 2 miles each side of the 354° bearing from the Fort Knox RBN extending from the 5-mile radius zone to 7 miles N of the RBN; within 2 miles each side of the Fort Knox VOR 326° radial extending from the 5-mile radius zone to 7 miles NW of the VOR; within 2 miles each side of the Fort Knox VOR 005° radial extending from the 5-mile radius zone to 7 miles N of the VOR; within 2 miles each side of the Fort Knox VOR 167° radial extending from the 5-mile radius zone to 7 miles S of the VOR.

Fort Lauderdale, Fla.

Within a 5-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'25" N., longitude 80°09'10" W.); within a 3-mile radius of North Perry Airport (latitude 26°00'06" N., longitude 80°14'24" W.); within 2 miles each side of the Fort Lauderdale VOR 079° radial, extending from the 5-mile radius zone to 10 miles E of the VOR; within 2 miles each side of the Fort Lauderdale VOR 278° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; within 2 miles each side of the Fort Lauderdale VOR 306° radial, extending from the 5-mile radius zone to the INT of the Fort Lauderdale VOR 306° radial and the Miami, Fla., VORTAC 043° radial; within 2 miles each side of the 135° bearing from the Fort Lauderdale RBN, extending from the 5-mile radius zone to the RBN; excluding the portion which coincides with the Miami, Fla., control zone.

AMENDMENTS 6/26/67 32 F. R. 7443 (Rewritten); Corr: 32 F. R. 8405

Fort Leonard Wood, Mo.

That airspace within a 4-mile radius of the Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.), within 2 miles each side of the Forney AAF VOR 152° and 323° radials extending from the 4-mile radius zone to 8 miles southeast and northwest of the VOR, and within 2 miles each side of the 146° bearing from the Forney AAF RBN extending from the 4-mile radius zone to 8 miles southeast of the RBN.

AMENDMENTS 11/9/67 32 F. R. 13218 (Rewritten)

Fort Lewis, Wash.

Within a 5-mile radius of Gray AAF, Fort Lewis, Wash. (latitude 47°04'55" N., longitude 122°34'55" W.), excluding the portions within the Tacoma, Wash. (McChord AFB), control zone and the portion E of a line 2 miles W of and parallel to the McChord AFB VOR 182° radial.

Fort Myers, Fla.

Within a 5-mile radius of Page Field, Fort Myers, Fla. (latitude 26°35'10" N., longitude 81°51'50" W.); within 2 miles each side of the Fort Myers VORTAC 215° radial, extending from the 5-mile radius zone to 4.4 nautical miles SW of the VORTAC; and within 2 miles each side of the 042° bearing from the Fort Myers RBN, extending from the 5-mile radius zone to the RBN.

Fort Ord, Calif.

Within a 5-mile radius of the Fritzsche AAF (latitude 36°40'55" N., longitude 121°45'40" W.), excluding the portion SW of a chord drawn between the points of INT of 5-mile radius circles centered on the Monterey Peninsula Airport and Fritzsche AAF, and the portion E of a chord drawn between the points of INT of 5-mile radius circles centered on the Salinas Municipal Airport and Fritzsche AAF. This control zone is effective from 0600 to 2400 hours, local time, daily.

Fort Polk, La.

That airspace within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25" W.); within 2 miles each side of the 160° bearing from the Polk AAF RBN, extending from the 5-mile radius zone to 9 miles SE of the south fan marker; and within 2 miles each side of the 340° bearing from the Polk AAF RBN, extending from the 5-mile radius zone to 7 miles NW of the north fan marker. This control zone is effective during the dates and times established in advance by publication of Special Notices in the Airman's Information Manual.

Fort Riley, **Kans.**

Within a 5-mile radius of Marshall AAF, Fort Riley, Kans. (latitude 39°03'15" N., longitude 96°45'50" W.); within 2 miles each side of the Fort Riley VOR 042° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 216° bearing from the Fort Riley RBN extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within R-3602 and the portion bounded on the NE by the 318° bearing from the Fort Riley RBN and on the SE by a line 2 miles NW of and parallel to the Fort Riley VOR 042° radial.

Fort Rucker, Ala.

Within a 7-mile radius of latitude 31°18'30" N., longitude 85°42'20" W.; within 2 miles each side of the Cairns, Ala., VOR 233° radial, extending from the 7-mile radius zone to 8 miles southwest of the VOR; within 2 miles each side of the Lowe, Ala., RBN 242° bearing, extending from the 7-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the Hanchey, Ala., VOR 358° radial, extending from the 7-mile radius zone to 8 miles north of the VOR; and within a 2-mile radius of Blackwell Field, Ozark, Ala. (latitude 31°25'50" N., longitude 85°37'10" W.); within a 2-mile radius of Hooper, Ala., Army Stage Field (latitude 31°23'50" N., longitude 85°42'00" W.); and within a 2-mile radius of the Allen, Ala., Army Stage Field (latitude 31°13'50" N., longitude 85°38'40" W.); excluding that portion within R-2103.

AMENDMENTS 3/22/67 32 F. R. 5367 (Rewritten)

Fort Smith, Ark.

That airspace within a 5-mile radius of Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'05" W.); within 2 miles each side of the Fort Smith VORTAC 233° radial, extending from the 5-mile radius zone to 0.5 mile SW of the VORTAC, and within 2 miles each side of the Fort Smith ILS localizer E course extending from the 5-mile radius zone to 1 mile W of the OM.

Fort Stewart, Ga.

Within a 5-mile radius of Liberty AAF (latitude 31°53'20" N., longitude 81°33'45" W.); within a 1.5 mile radius of Liberty County Airport (latitude 31°47'22" N., longitude 81°38'15" W.); within 2 miles each side of the 231° bearing from the Liberty RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the 049° bearing from the Allenhurst RBN, extending from the 5-mile radius zone to 2 miles northeast of the RBN.

AMENDMENTS 10/12/67 32 F. R. 12110 (Rewritten); Corr: 32 F. R. 13269

PENDING AMENDMENT

Fort Stewart, Ga.

Within a 5-mile radius of Liberty AAF (latitude 31°53'20" N., longitude 81°33'45" W.); within a 1.5-mile radius of Liberty County Airport (latitude 31°47'22" N., longitude 81°38'15" W.); within 2 miles each side of the 231° bearing from the Liberty RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the 049° bearing from the Allenhurst RBN, extending from the 5-mile radius zone to 2 miles northeast of the RBN; within 2 miles each side of the Liberty TVOR 242° radial, extending from the 5-mile radius zone to 8 miles southwest of the TVOR.

AMENDMENTS 2/1/68 32 F. R. 17653 (Rewritten)

Fort Wayne, Ind.

Within a 5-mile radius of Baer Field (latitude 40°58'50" N., longitude 85°11'25" W.) within 2 miles each side of the Fort Wayne VORTAC 038° radial extending from the 5-mile radius zone to 7 miles NE of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 228° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC, within 2 miles each side of the Fort Wayne VORTAC 265° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 320° radial extending from the 5-mile radius zone to 8 miles NW of the VORTAC.

Fort Worth, Tex. **(Carswell AFB)**

That airspace within a 5-mile radius of Carswell AFB (latitude 32°46'20" N., longitude 97°26'30" W.); within 2 miles each side of the Eagle Mountain Lake VOR 180° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Carswell AFB TACAN 358° radial extending from the TACAN to 12 miles north; within 2 miles each side of the Benbrook VOR 360° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Carswell AFB TACAN 194° radial extending from the TACAN to 11.5 miles south; excluding the portion east of longitude 97°24'00" W.

AMENDMENTS 11/9/67 32 F. R. 12912 (Rewritten)

Fort Worth, Tex. (Greater Southwest International Dallas-Fort Worth Field)

That airspace within an area bounded by a line beginning at latitude 32°48'00" N., longitude 96°59'00" W.; thence E along latitude 32°48'00" N. to and clockwise along the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.) to latitude 32°49'40" N., W of Love Field; thence NW to latitude 32°53'15" N., longitude 96°59'35" W.; thence W along latitude 32°53'15" N. to and [illegible] along the arc of a 5-mile radius circle centered on Great[illegible] and counterclockwise [illegible] centered on Greater Southwest International Dallas-Fort Worth Field (latitude 32°49'35" N., longitude 97°02'45" W.); to longitude 96°59'00" W., SE of Greater Southwest International Dallas-Fort Worth Field; thence N along longitude 96°59'00" W. to point of beginning; within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field ILS localizer NW course, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 1-mile NW of the OM, within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 6 miles S of the VORTAC, and within 2 miles each side of Greater Southwest International Dallas-Fort Worth Field VORTAC 322° radial, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 7 miles NW of the VORTAC.

Fort Worth, Tex. (Meacham Field)

That airspace within a 5-mile radius of Meacham Field (latitude 32°49'00" N., longitude 97°21'35" W.); within a 5-mile radius of Carswell AFB (latitude 32°46'20" N., longitude 97°26'30" W.); and within 2 miles each side of the Meacham Field ILS localizer S course, extending from Meacham Field to 6 miles S; excluding the portion W of longitude 97°24'00" W.

Fort Yukon, Alaska

Within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N. longitude 145°15'10" W.) and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius zone to 8 miles NE of the RBN, from 0745 to 1645 hours local time, daily.

Fresno, Calif. (Chandler Municipal Airport)

Within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Fresno RBN extending from the 5-mile radius zone to 8 miles SW of the RBN and within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius zone to 1.5 miles S of the VORTAC, excluding the portion within the Fresno (Fresno Air Terminal) control zone. This control zone will be effective from 0700 to 2300 hours, local time daily.

Fresno, Calif. (Fresno Air Terminal).

Within a 5-mile radius of Fresno Air Terminal (latitude 36° 46' 25" N., longitude 119° 42' 35" W.), within 2 miles each side of the Fresno VORTAC 143° radial, extending from the 5-mile radius zone to 15 miles SE of the VORTAC, and within 2 miles each side of the Fresno VORTAC 150° radial, extending from the 5-mile radius zone to the VORTAC.

Fullerton, Calif.

Within a 3-mile radius of Fullerton Municipal Airport (latitude 33°52'20" N., longitude 117°58'45" W.) excluding the portion within the Long Beach, Calif., control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

Gage, Okla.

Within a 5-mile radius of the Gage Municipal Airport (latitude 36°17'45" N., longitude 99°46'30" W.), and within 2 miles each side of the Gage VORTAC 118° radial, extending from the 5-mile radius zone to the VORTAC.

Gainesville, Fla.

Within a 5-mile radius of Gainesville Airport (latitude 29° 41' 20" N., longitude 82° 16' 30" W.), and within 2 miles each side of the Gainesville VOR 033° radial, extending from the 5-mile radius zone to the VOR.

Galena, Alaska

Within a 5-mile radius of the Galena Airport (latitude 64°44'10" N., longitude 156°56'00" W.); within 2 miles each side of the Galena VORTAC 089° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC; and within 2 miles each side of the Galena VORTAC 269° radial extending from the 5-mile radius zone to 14 miles W of the VORTAC.

Galesburg, Ill.

Within a 5-mile radius of Galesburg, Ill., Municipal Airport (latitude 40°56'24" N., longitude 90°25'46" W.); within 2 miles each side of the Galesburg VOR 019° radial extending from the 5-mile radius zone to 8 miles N of the VOR; and within 2 miles each side of the Galesburg VOR 214° radial extending from the 5-mile radius zone to 8 miles SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Gallup, N. Mex.

That airspace within a 5-mile radius of the Senator Clarke Field (latitude 35°30'35" N., longitude 108°47'00" W.), within 2 miles each side of the Gallup VORTAC 232° and 062° radials, extending from the 5-mile radius zone to 6.5 miles SW of the VORTAC. This control zone is effective during the dates and times published in the Airman's Information Manual.

Galveston, Tex.

Within a 5-mile radius of Scholes Field, Galveston, Tex., (Lat. 29°15'55" N. Long. 94°51'35" W): within 2 miles either side of the 131° bearing from the Galveston RBN extending from the 5-mile radius zone to the RBN and within 2 miles either side of the Galveston VOR 119° radial extending from the 5-mile radius zone to the VOR.

Garden City, Kans.

Within a 5-mile radius of the Garden City Airport (latitude 37°56'09" N., longitude 100°43'47" W.), and within 2 miles each side of the 144° bearing from the Garden City RBN, extending from the 5-mile radius zone NW to the RBN, and within 2 miles each side of the Garden City VORTAC 004° and 171° radials, extending from the 5-mile radius zone to 8 miles N and S of the VORTAC.

Glasgow, Mont.

Within a 5-mile radius of Glasgow AFB (latitude 48°25'00" N., longitude 106°31'40" W.); within 2 miles each side of the Glasgow AFB VOR 117° radial extending from the 5-mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the Glasgow AFB TACAN 125° radial extending from the 5-mile radius zone to 8 miles SE of the TACAN; within 2 miles each side of the Glasgow AFB TACAN 292° radial extending from the 5-mile radius zone to 8 miles W of the TACAN; and within 2 miles each side of the Glasgow AFB VOR 302° radial extending from the 5-mile radius zone to 8 miles NW of the VOR.

Glens Falls, N. Y.

Within a 5-mile radius of the center, latitude 43°20'32" N., longitude 73°36'35" W., of Warren County Airport, Glens Falls, N. Y.; within 2 miles each side of the centerline of Runway 30 extended from the 5-mile radius zone to 11 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 12 miles north of the end of the runway; and within 2 miles each side of the Glens Falls VOR 005° radial extending from the 5-mile radius zone to 12 miles north of the VOR.

AMENDMENTS 6/2/67 32 F. R. 8295 (Corr:)

Glenview, Ill.

Within a 5-mile radius of NAS Glenview (latitude 42°05'21" N., longitude 87°49'07" W.); and within 2 miles each side of the Northbrook, Ill., VORTAC 128° and 159° radials extending from the Glenview 5-mile and the Chicago-O'Hare, Ill., 5-mile radius zones to 1 mile SE and SW of the VORTAC; and within 2 miles either side of the Northbrook VORTAC 071° radial extending from 1 mile E of the VORTAC to 6 miles E of the VORTAC; and within 2 miles each side of the 002° bearing from the Glenview RBN extending from the 5-mile radius zone to 12 miles N of the RBN.

Goldsboro, N.C.

Within a 5-mile radius of the Seymour Johnson AFB (latitude 35°20'20" N., longitude 77°57'50" W.); within 2 miles each side of the ILS localizer W course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the 256° radial of the Seymour Johnson VOR, extending from the 5-mile radius zone to 8 miles W of the VOR.

Goodland, Kans.

Within a 5-mile radius of Renner Field (latitude 39°21'45" N., longitude 101°42'00" W.), and within 2 miles each side of the Goodland VORTAC 352° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC.

Grand Forks, N. Dak. (International Airport)

Within a 5-mile radius of Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" W.), and within 2 miles each side of the Grand Forks VOR 006° and 173° radials extending from the 5-mile radius zone to 8 miles north and south of the VOR.

AMENDMENTS 3/24/67 32 F. R. 6185 (Rewritten)

Grand Forks, N. Dak. (Grand Forks Air Force Base)

Within a 5-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.), within 2 miles each side of the Red River VOR 360° radial extending from the 5-mile radius zone to 1 mile NE of the VOR, and within 2 miles each side of the Red River TACAN 004° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

AMENDMENTS 4/27/67 32 F. R. 3765 (Rewritten)

Grand Island, Nebr.

Within a 5-mile radius of Grand Island Municipal Airport (latitude 40°58'05" N., longitude 98°18'50" W.); within 2 miles each side of the Grand Island VORTAC 304° radial, extending from the 5-mile radius zone to 12 miles northwest of the VORTAC; within 2 miles each side of the Grand Island VORTAC 360° radial, extending from the 5-mile radius zone to 12 miles north of the VORTAC; within 2 miles west of the Grand Island VORTAC 180° radial counterclockwise to 2 miles east of the Grand Island VORTAC 179° radial, extending from the 5-mile radius zone to 7 miles south of the VORTAC; and within 2 miles each side of the Grand Island VORTAC 002° radial extending from the 5-mile radius zone to 5 miles north of the VORTAC.

AMENDMENTS 7/20/67 32 F. R. 7819 (Rewritten)

Grand Junction, Colo.

Within a 5-mile radius of Walker Field, Grand Junction, Colo., (Lat. 39°07'05" N, Long. 108°31'10" W), and within 2 miles either side of the Grand Junction ILS localizer NW course extending from the 5-mile radius zone to 10 miles NW of the localizer.

Grand Rapids, Mich.

Within a 5-mile radius of Kent County Airport, Grand Rapids, Mich. (latitude 42°53'00" N., longitude 85° 31'35" W.), and within 2 miles each side of the Grand Rapids ILS localizer E course, extending from the 5-mile radius zone to the OM.

Grandview, Mo.

Within a 5-mile radius of Richards-Gebaur AFB, Grandview, Mo. (latitude 38°50'50" N., longitude 94°33'20" W.), and within 2 miles each side of the 356° radial of the Richards-Gebaur VOR extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the 195° radial of the Richards-Gebaur TACAN extending from the 5-mile radius zone to a point 8 miles S of the TACAN, excluding that portion of N of latitude 38°52'30" N., and W of longitude 94°35'50" W.

Grant County, Wash.

Within a 5-mile radius of Grant County Airport, Moses Lake, Wash. (latitude 47°12'35" N., longitude 119°18'50" W.); within 2 miles each side of the Ephrata VOR 156° radial, extending from the 5-mile radius zone to 4 miles SE of the VOR, and within 2 miles W and 2.5 miles E of the Moses Lake ILS localizer S course, extending from the 5-mile radius zone to the Moses Lake RBN (latitude 47°06'57" N., longitude 119°16'23" W.), excluding the portion within the Ephrata Wash., control zone. This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Great Falls, Montana (International Airport)

Within a 5-mile radius of Great Falls International Airport (latitude 47°29'00" N., longitude 111°22'00" W.); within 2 miles each side of the Great Falls ILS localizer south course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Great Falls VOR 222° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR; and within 2 miles each side of the Malmstrom AFB TACAN 230° radial, extending from the arc of a 5-mile radius circle centered on Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.), to 10 miles southwest of the Malmstrom AFB TACAN, excluding the portion which overlies the Great Falls (Malmstrom AFB), control zone.

AMENDMENTS 12/7/67 32 F. R. 14152 (Rewritten)

Great Falls, Montana (Malmstrom Air Force Base)

Within a 5-mile radius of Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.); within 2 miles each side of the Malmstrom AFB VOR 036° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR; within 2 miles each side of the Malmstrom AFB TACAN 039° radial, extending from the 5-mile radius zone to 10 miles northeast of the TACAN; and within 2 miles each side of the Malmstrom AFB ILS localizer northeast course, extending from the 5-mile radius zone to the OM, excluding the portion southwest of a line between the INTs of the 5-mile radius zone and the 5-mile radius of Great Falls (International Airport), control zone.

AMENDMENTS 12/7/67 32 F. R. 14152 (Rewritten)

Green Bay, Wis.

Within a 5-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.); within 2 miles each side of the Green Bay VORTAC 146° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Green Bay ILS localizer SW course extending from the 5-mile radius zone to the OM.

Greensboro, N. C.

Within a 5-mile radius of Greensboro/High Point/Winston-Salem Airport (latitude 36°05'36" N., longitude 79°56'34" W.);
within 2 miles each side of the Greensboro ILS localizer NW course, extending from the 5-mile radius zone to the LOM.

AMENDMENTS 7/12/67 32 F. R. 10839 (Changed)

Greenville, **Miss.**
Within a 5-mile radius of the Greenville Municipal Airport (latitude 33°29'05" N., longitude 90°59'06" W.); within 2 miles each side of the Greenville VOR 358° radial extending from the 5-mile radius zone to 8.5 miles N of the VOR, effective from 0700 to 2000 hours, local time, daily.

Greenville, S. C.
Within a 5-mile radius of Greenville Downtown Airport (latitude 34°50'52" N., longitude 82°21'04" W.); within a 5-mile radius of Donaldson Center Airport (latitude 34°45'30" N., longitude 82°22'35" W.); within 2 miles each side of the Runway 4 extended centerline, extending from the Donaldson Center Airport 5-mile radius zone to 5.5 miles northeast of the airport; excluding the portion within a 5-mile radius of Greenville-Spartanburg Airport (latitude 34°53'45" N., longitude 82°13'04" W.), effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 1/4/68 32 F. R. 13636 (Rewritten)

Greenwood, Miss.
Within a 5-mile radius of the Greenwood Municipal Airport (latitude 33°29'56" N., longitude 90°11'48" W.).

Greer, S. C. **(Greenville-Spartanburg Airport)**
Within a 5-mile radius of Greenville-Spartanburg Airport (latitude 34°53'45" N., longitude 82°13'04" W.); within a 5-mile radius of Greenville Downtown Airport (latitude 34°50'52" N., longitude 82°21'04" W.); within a 5-mile radius of Donaldson Center Airport (latitude 34°45'30" N., longitude 82°22'35" W.); within 2 miles each side of the Greenville-Spartanburg ILS localizer northeast course, extending from the 5-mile radius zone to 6.5 miles northeast of the airport; within 2 miles each side of the Runway 4 extended centerline, extending from the Donaldson Center Airport 5-mile radius zone to 5.5 miles northeast of the airport, excluding the portion within the Greenville, S. C., control zone.

AMENDMENTS 1/4/68 32 F. R. 13636 (Added)

Grosse Ile, Mich.
Within a 5-mile radius of NAS Grosse Ile (Lat. 42°05'55" N, Long. 83°09'40" W), excluding the portion outside the United States.

Groton, Conn.
Within a 4-mile radius of the center 41°19'50" N., 72°02'50" W. of Trumbull Airport, Groton, Conn.; within 2 miles each side of the Groton VOR 047° radial extending from the 4-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the Groton VOR 202° radial extending from the 4-mile radius zone to 6.5 miles S of the VOR and within 2 miles each side of the 216° and 244° bearings from the Groton RBN extending from the 4-mile radius zone to 6.5 miles SW of the RBN. This control zone is effective from 0530 to 2200 hours Monday through Saturday and 0900 to 2200 hours Sunday, local time, and during specific dates and times established in advance by a Notice to Airmen.

Guam Island (Anderson AFB)
Within a 5-mile radius of Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.); within 2 miles each side of the Anderson TACAN 066° radial, extending from the 5-mile radius zone to 9 miles NE of the TACAN, and within 2 miles NW and 4 miles SE of the Anderson VOR 064° radial, extending from the 5-mile radius zone to the Guam Island (NAS Agana) 5-mile radius zone.

Guam Island (NAS Agana)
Within a 5-mile radius of NAS Agana (latitude 13°29'00" N., longitude 144°47'00" E.); within 4 miles NW and 2 miles SE of the Agana VOR 244° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, and within 2 miles each side of the Guam RBN 026° bearing, extending from the 5-mile radius zone to 3 miles NE of the RBN.

Gulfport, Miss.
Within a 5-mile radius of Gulfport Municipal Airport (latitude 30°24'27.5" N., longitude 89°04'05" W.); within 2 miles each side of the Gulfport VOR 325° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, excluding that portion east of longitude 89°00'00" W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 5/25/67 32 F. R. 5497 (Rewritten); 7/27/67 32 F. R. 11381 (Rewritten)

Gulkana, Alaska
Within a 5-mile radius of the Gulkana Airport (latitude 62°09'20" N., longitude 145°27'15" W.) and within 2 miles each side of the 357° bearing from the Gulkana RR extending from the 5-mile radius zone to 8 miles north of the RR; and within 2 miles each side of the Gulkana TACAN 350° radial extending from the 5-mile radius zone to 12 miles north of the TACAN.

Gustavus, Alaska

Within a 5-mile radius of Gustavus Airport (latitude 58°25'35" N., longitude 135°42'50" W.), and within 2 miles each side of the Gustavus RR NW course, extending from the 5-mile radius zone to 8 miles NW of the RR, from 0545 to 2145 hours, local time, daily.

Hagerstown, Md.

Within a 5-mile radius of the center, 39°42'30" N., 77°43'45" W., of Hagerstown Airport, Hagerstown, Md.; and within 2 miles each side of the Hagerstown VOR 084° and 239° radials extending from the 5-mile radius zone to 5.5 miles SW of the VOR. This control zone is effective from 1000 to 1800 hours local time, daily.

Hampton Roads, Va.

Within a 5-mile radius of Langley AFB, Hampton Roads, Va., (latitude 37°05'05" N., longitude 76°21'25" W.), within 2.5 miles NW and 2 miles SE of the 066° bearing from the Morrison RBN, extending from the 5-mile radius zone to the RBN, within 2 miles each side of the Langley AFB TACAN 078° radial, extending from the 5-mile radius zone to 6 miles E of the TACAN.

Harrisburg, Pa.

Within a 5-mile radius of the center, 40°12'59" N., 76°51'03" W. of Harrisburg-York State Airport, Harrisburg, Pa., and within a 5-mile radius of the center, 40°11'39" N., 76°45'39" W. of Olmsted AFB, Middletown, Pa.; within 2 miles each side of the Harrisburg VOR 100° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Harrisburg-York State Airport ILS localizer west course extending from the 5-mile radius zone to 2 miles east of the OM; and within 2 miles each side of the Olmsted TACAN 118° radial extending from the Olmsted 5-mile radius zone to 8 miles SE of the TACAN.

Harrison, Ark.

Within a 3-mile radius of the Boone County Airport (latitude 36°15'55" N., longitude 93°09'20" W.) and within 2 miles each side of the Harrison VOR 136° radial, extending from the 3-mile radius zone to the VOR.

Hastings, Nebr.

Within a 5-mile radius of Hastings, Nebr., Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), within 2 miles each side of the 338° bearing from Hastings Municipal Airport extending from the 5-mile radius zone to 9.5 miles N of the airport, and within 2 miles each side of the 143° bearing from Hastings Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport. The control zone shall be effective during the time established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Hayward, Calif.

Within a 5-mile radius of Hayward Air Terminal (latitude 37°39'30" N., longitude 122°06'45" W.), excluding the portion within the Oakland, Calif., control zone. This control zone is effective from 0600 to 0000 hours, local time, daily.

Hazleton, Pa.

Within a 5-mile radius of the center, 40°59'05" N., 75°59'40" W. of Hazleton Airport, Hazleton, Pa.; within 2 miles each side of the Hazleton VOR 263° and 083° radials extending from the 5-mile radius zone to 6 miles W of the VOR and within 2 miles each side of the 076° and 276° bearings from the Hazleton RBN extending from the 5-mile radius zone to 6 miles E of the RBN. This control zone is effective from 0700-2000 hours Monday thru Friday, 0700-1700 hours Saturday and 0900-2000 hours Sunday, local time, or during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 11/9/67 32 F. R. 12912 (Changed)

Helena, Mont.

Within a 5-mile radius of Helena County - City Airport (Lat. 46°36'24" N, Long. 111°59'19" W).

Hibbing, Minn.

Within a 5-mile radius of Chisholm-Hibbing Airport (latitude 47°23'20" N., longitude 92°50'25" W.); within 2 miles each side of the Hibbing VOR 313° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 210° bearing from Chisholm-Hibbing Airport, extending from the 5-mile radius zone to 8 miles SW of the airport.

Hickory, N. C.

Within a 5-mile radius of the Hickory Municipal Airport (latitude 35°44'25" N., longitude 81°23'28" W.) and within 2 miles each side of the Hickory VOR 223° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 1/4/68 32 F. R. 15095 (Changed)

Hillsboro, Oreg.

Within a 5-mile radius of Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'30" W.), and within 2 miles each side of the Newberg, Oreg., VORTAC 007° radial, extending from the 5-mile radius zone to 8 miles S of the airport. This control zone will be effective during the time established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Hilo, Hawaii

Within a 5-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.) and within 3 miles N and 2 miles S of the Hilo VOR 091° radial, extending from the 5-mile radius zone to 12 miles E of the VOR.

Hobart, Okla.

Within a 5-mile radius of the Hobart Municipal Airport (latitude 34° 59' 20" N., longitude 99° 02' 55" W.) and within 2 miles each side of the Hobart VOR 003° radial, extending from the 5-mile radius zone to the VOR.

Hobbs, N. Mex.

That airspace within a 5-mile radius of Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.); and within 2 miles each side of the Hobbs VOR 222° radial, extending from the 5-mile radius zone to 7 miles SW of the VOR; excluding the portion within a 1.5 mile radius of Hobbs Municipal Airport (latitude 32°46'05" N., longitude 103°12'50" W.).

Homer, Alaska

Within a 5-mile radius of Homer Airport (Lat. 59°38'35" N, Long. 151°28'55" W).

Homestead, Fla.

Within a 5-mile radius of the Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead VOR 046° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Homestead ILS localizer SW course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Homestead TACAN 232° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN; and within 2 miles each side of the Homestead ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of Homestead AFB.

AMENDMENTS 9/1/67 32 F. R. 13116 (Changed)

Honolulu, Hawaii.

Within a 5-mile radius of Honolulu International Airport (latitude 21°19'35" N., longitude 157°55'40" W.); within a 5-mile radius of NAS Barber's Point (latitude 21°18'35" N., longitude 158°04'30" W.); within a 3-mile radius of ALF Ford Island (latitude 21°21'55" N., longitude 157°57'55" W.); within 2 miles each side of the Honolulu VORTAC 089° radial, extending from the VORTAC to the Honolulu International Airport, and within 2 miles NW and 4 miles SE of the Honolulu VORTAC 242° radial, extending from NAS Barber's Point 5-mile radius zone to 13 miles SW of the Honolulu VORTAC.

Honolulu, Hawaii (Wheeler AFB)

Within a 3-mile radius of Wheeler AFB (latitude 21°29'00" N., longitude 158°02'30" W.), excluding the portion within R-3109. This control zone is effective from 0600 to 2200 hours, local time, daily.

Hopkinsville, Ky.

Within a 5-mile radius of the center, 36°40'11" N., 87°29'13" W. of Campbell Army Airfield, excluding the area within a 1.5-mile radius of the center of Outlaw Field, Clarksville, Tenn.; within 2 miles each side of the Campbell VOR 225° radial extending from the 5-mile radius zone to the VOR and within 2 miles each side of the Campbell TACAN 049° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN.

Hoquiam, Wash.

Within a 5-mile radius of Bowerman Field, Hoquiam, Wash. (latitude 46°58'15" N., longitude 123°56'05" W.), within 2 miles each side of the Hoquiam VORTAC 081° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Hoquiam VORTAC 080° radial, extending from the 5-mile radius zone to 20.5 miles east of the VORTAC.

AMENDMENTS 11/9/67 32 F. R. 13117 (Rewritten)

Hot Springs, Ark.

That airspace within a 5-mile radius of Memorial Field (latitude 34°28'40" N., longitude 93°05'45" W.); and within 2 miles each side of the Hot Springs VOR 247° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

Houghton, Mich.
Within a 5-mile radius of the Houghton County Memorial Airport (latitude 47°10'00" N., longitude 88°29'20" W.); within 2 miles each side of the Houghton VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR; within 2 miles each side of the Houghton VOR 060° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the Houghton VOR 135° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, and within 2 miles each side of the 020° bearing from the Houghton RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN; excluding that airspace within a 1-mile radius of Houghton Sands Airport (latitude 47°06'40" N., longitude 88°31'20" W.).

Houlton, Maine
Within a 4-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine, and within 2 miles each side of the Houlton VOR 018° radial extending from the 4-mile radius zone to the VOR, excluding the airspace within Canada.

Houston, Tex. (Ellington AFB)
That airspace within a 5-mile radius of Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.); within 2 miles each side of the Ellington VOR 209° radial extending from the 5-mile radius zone to 7 miles SW of the VOR, within 2 miles each side of the Ellington TACAN 213° radial extending from the 5-mile radius zone to 7 miles SW of the TACAN, within 2 miles each side of the Houston VORTAC 142° radial extending from the William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.) 5-mile radius zone to 11.5 miles SE of the VORTAC, excluding the portion within the William P. Hobby control zone.

Houston, Tex. (William P. Hobby)
That airspace within a 5-mile radius of William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.); within 2 miles each side of the Houston ILS localizer SW course extending from the 5-mile radius zone to the OM, within 2 miles each side of the Houston ILS localizer NE course extending from the 5-mile radius zone to the Pasadena RBN, within 2 miles each side of the Houston VORTAC 306° radial extending from the 5-mile radius zone to 6 miles NW of the VORTAC, within 2 miles each side of the Houston VORTAC 025° radial extending from the 5-mile radius zone to 6 miles NE of the VORTAC, within 2 miles each side of the Houston VORTAC 239° radial extending from the 5-mile radius zone to 6 miles SW of the VORTAC, within 2 miles each side of the Houston VORTAC 142° radial extending from the 5-mile radius zone to 11.5 miles SE of the VORTAC, and within 2 miles each side of a 223° bearing from the Houston DF station (latitude 29°38'48" N., longitude 95°16'42" W.) extending from the 5-mile radius zone to 8 miles SW of the DF station, excluding the portion E of a line from the intersecting point of 5-mile radius circles centered on William P. Hobby Airport and Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.) NE of William P. Hobby Airport, through the intersecting point of such 5-mile radius circles SE of William P. Hobby Airport, to latitude 29°32'00" N., longitude 95°15'00" W.

Huntington, W. Va.
Within a 5-mile radius of the center, 38°22'00" N., 82°33'25" W., of Tri-State Airport (Walker-Long Field), Huntington, W. Va., including a 1-mile radius of the center, 38°25'10" N., 82°29'45" W., of Huntington-Downtown Airport, Chesapeake, Ohio; within 2 miles each side of the Tri-State Airport ILS localizer east course extending from the 5-mile radius zone to 13 miles east of the Shoals, W. Va., FM and within 2 miles each side of the Tri-State Airport ILS localizer west course extending from the 5-mile radius zone to the OM.

AMENDMENTS 10/12/67 32 F. R. 11850 (Rewritten)

Huntsville, Ala.
Within a 5-mile radius of the new Huntsville-Madison County Airport (latitude 34°38'19" N., longitude 86°46'25" W.); within 2 miles each side of the new Huntsville ILS localizer north course, extending from the 5-mile radius zone to 2.5 miles south of the Capshaw RBN; within 2 miles each side of the Huntsville VOR 220° radial, extending from the 5-mile radius zone to 7 miles southwest of the VOR; within 2 miles each side of the new Huntsville ILS localizer south course, extending from the 5-mile radius zone to 5 miles south of the south end of runway 36L; within 2 miles each side of the Decatur VOR 093° radial, extending from the 5-mile radius zone to 3 miles east of the VOR; within a 5-mile radius of the Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.); within 2 miles each side of the 352° bearing from the Redstone RBN, extending from the 5-mile radius zone to 3 miles north of the RBN; within 2 miles each side of the 352° bearing from the Whitesburg RBN, extending from the 5-mile radius zone to 1 miles north of the RBN, excluding the airspace within a 1-mile radius of the old Huntsville-Madison County Airport (latitude 34'41'18" N., longitude 86°35'20" W.).
AMENDMENTS 10/29/67 32 F. R. 11631 (Rewritten); 11/6/67 32 F. R. 15809 (Changed)

Huron, S. Dak.
Within a 5-mile radius of Howes Airport, Huron, S. Dak. (latitude 44°23'03" N., longitude 98°13'39" W.); and within 2 miles each side of the Huron VOR 134° radial, extending from the 5-mile radius zone to the VOR.

Hutchinson, Kans.
Within a 5-mile radius of the Hutchinson Municipal Airport (latitude 38°03'56" N., longitude 97°51'38" W.); within 2 miles each side of the 042° radial of the Hutchinson VORTAC extending from the 5-mile radius zone SW to the VORTAC; within a 5-mile radius of the Hutchinson ANG Base (latitude 37°55'35" N., longitude 97°54'20" W.); and within 2 miles each side of the 166° bearing from the Hutchinson ANG Base extending from the 5-mile radius zone to a point 7 miles S of the Air Base.

Hyannis, Mass.
Within a 4-mile radius of Barnstable Airport, Hyannis, Mass. (latitude 41°40'10" N., longitude 79°16'45" W.); within 2 miles each side of the Hyannis ILS localizer NE course, extending from the 4-mile radius zone to the OM; and within 2 miles each side of the Hyannis VOR 046° and 226° radials, extending from the 4-mile radius zone to 8 miles NE of the VOR, excluding that portion of the extension based on the Hyannis VOR 046° radial which extends beyond the shoreline. This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airmen's Information Manual.

AMENDMENTS 2/10/67 31 F. R. 16407 (Changed); 11/9/67 32 F. R. 13636 (Changed)

Idaho Falls, Idaho
Within a 5-mile radius of the Fanning Field, Idaho Falls, Idaho, (latitude 43°31'05" N., longitude 112°04'05" W.); within a 1-mile radius of Rigby, Idaho, Airport (latitude 43°38'45" N., longitude 111°55'45" W.); within 2 miles each side of the Idaho Falls-VOR 223° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR: within 2 miles each side of the Idaho Falls VOR 030° radial, extending from the 5-mile radius zone to 11 miles NE of the VOR; and within 2 miles each side of the 036° bearing from the Idaho Falls RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN.

Iliamna, Alaska
Within a 5-mile radius of the Iliamna Airport (latitude 59°45'08" N., longitude 154°54'38" W.) and within 2 miles each side of a bearing 196° from the Iliamna RBN, extending from the 5-mile radius zone to a point 12 miles S of the RBN, from 0745 to 1545 hours, local time, daily.

AMENDMENTS 4/27/67 32 F. R. 6345 (Changed); Corr: 32 F. R. 7522

Imperial Beach, Calif.
Within a 3-mile radius of NAAS Ream Field (latitude 32°34'00" N., longitude 117°06'50" W.); that airspace W of Ream Field within the arc of a 6-mile radius circle centered on Ream TACAN, extending counterclockwise from a line 2 miles N of and parallel to the Ream TACAN 288° radial to the United States/Mexican Flight Information Region boundary, excluding the portion under the jurisdiction of Mexico; and that airspace E of Ream Field within the arc of a 6-mile radius circle centered on Ream TACAN, extending clockwise from a line 2 miles N of and parallel to the Ream TACAN 065° radial to the United States/Mexican Border.

Indianapolis, Ind.
Within a 5-mile radius of the Weir-Cook Municipal Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within 2 miles each side of the Runway 4 ILS localizer NE and SW courses, extending from the 5-mile radius zone to 7 miles NE and 6 miles SW of the airport; and within 2 miles each side of the Runway 31 ILS localizer SE course, extending from the 5-mile radius zone to 6-miles SE of the airport; and within 2 miles each side of the Indianapolis VORTAC 143° radial, extending from the 5-mile radius zone to the VORTAC.

International Falls, Minn.
Within a 5-mile radius of Falls International Airport, International Falls, Minn., (latitude 48°33'58" N., longitude 93°24'07" W.); and within 2 miles each side of the International Falls VOR 129° radial extending from the 5-mile radius zone to 8 miles SE of the VOR; and within 2 miles each side of the International Falls VOR 320° radial extending from the 5-mile radius zone to 8 miles NW of the VOR; and within 2 miles each side of the 325° bearing from radio station CFOB extending from the 5-mile radius zone to 8 miles NW of the radio station excluding the portion outside of the United States.

Iron Mountain, Mich.
Within a 5-mile radius of Ford Airport, Iron Mountain, Mich. (latitude 45°48'55" N., longitude 88°07'00" W.) and within 2 miles each side of the Iron Mountain VOR 141° and 193° radials extending from the 5-mile radius zone to 8 miles SE and S of the VOR; and within 2 miles each side of the 182° and 276° bearings from Ford Airport extending from the 5-mile radius zone to 8 miles S and W of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 3/30/67 32 F. R. 2368 (Rewritten)

Ironwood, Mich.
Within a 5-mile radius of Gogebic County Airport, Ironwood, Mich. (latitude 46°31'30" N., longitude 90°08'00" W.); within 2 miles each side of the Ironwood VOR 077° radial, extending from the 5-mile radius zone to 8 miles east of the VOR; and within 2 miles each side of the Ironwood VOR 257° radial, extending from the 5-mile radius zone to 12 miles west of the VOR. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Islip, N. Y.
Within a 5-mile radius of the center, 40°47'50" N., 73°06'00" W., of Long Island-MacArthur Airport, Islip, N. Y.; within 2 miles each side of the Long Island-MacArthur Airport ILS localizer SW course extending from the 5-mile radius area to 1 mile NE of the OM; and within 2 miles each side of Long Island-MacArthur Airport ILS localizer NE course extending from the 5-mile radius zone to 6 miles NE of the localizer.

Ithaca, N.Y.
Within a 4-mile radius of the center 42°29'25" N., 76°27'30" W., of Tompkins County Airport, Ithaca, N. Y., within 2 miles each side of the Ithaca VOR 305° radial extending from the 4-mile radius zone to 9 miles NW of the VOR; within 2 miles each side of the Ithaca VOR 144° radial extending from the 4-mile radius zone to 7.5 miles SE of the VOR; within 2 miles each side of the Ithaca VOR 117° radial extending from the 4-mile radius zone to 7.5 miles SE of the VOR and within 2 miles each side of the Ithaca VOR 058° radial extending NE from the 4-mile radius zone to 7.5 miles NE of the VOR. This control zone is effective Monday through Friday, 0600-2300; Saturday 0600-2100; Sunday, 0900-2300 local time.

Jackson, Mich.
Within a 5-mile radius of Reynolds Airport, Jackson, Mich. (latitude 42°15'30" N., longitude 84°27'40" W.), within 2 miles each side of the Jackson VOR 044° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR, within 2 miles each side of the Jackson VOR 238° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Jackson VOR 306° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2 miles each side of the Jackson VOR 141° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR.

Jackson, Miss.
Within a 5-mile radius of Allen C. Thompson Field (latitude 32°18'40" N., longitude 90°04'35" W.); within a 5-mile radius of Hawkins Field (latitude 32°20'10" N., longitude 90°13'15" W.); within a 3-mile radius of of Bruce Campbell Field, Madison, Miss. (latitude 32°26'15" N., longitude 90°06'05" W.); within 2 miles each side of the Jackson VORTAC 195° radial extending from the Hawkins Field 5-mile radius zone to 1 mile S of the VORTAC; within 2 miles each side of the Jackson VORTAC 157° and 160° radials extending from 1 mile SE to 20 miles SE of the VORTAC; within 2 miles each side of the Jackson VORTAC 142° radial extending from the Bruce Campbell Field 3-mile radius zone to 1.5 miles SE of the VORTAC and to 10 miles SE of the VORTAC.

Jackson, Tenn.
Within a 5-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); within 2 miles each side of the McKellar VOR (latitude 35°36'12.5" N., longitude 88°54'37.4" W.) 208° radial extending from the 5-mile radius zone to 8.5 miles SW of the VOR.

Jacksonville, Fla. (Thomas Cole Imeson Airport)
Within a 5-mile radius of Thomas Cole Imeson Airport (latitude 30°25'15" N., longitude 81°38'15" W.); within 2 miles each side of the Jacksonville VORTAC 070° radial, extending from the 5-mile radius zone to 8 miles E of the VORTAC; within 2 miles each side of the 090° bearing from the Jacksonville RBN, extending from the 5-mile radius zone to 8 miles E of the RBN; and within 2 miles each side of the Jacksonville ILS localizer SW course, extending from the 5-mile radius zone to the OM. The portion within a 5-mile radius of NS Mayport, Mayport, Fla. (latitude 30°23'30" N., longitude 81°25'25" W.), is excluded.

Jacksonville, Fla. (NAS Jacksonville)
Within a 5-mile radius of NAS Jacksonville (latitude 30°14'10" N., longitude 81°40'40" W.); within 2 miles each side of the 086° bearing from the Navy Cecil RBN (latitude 30°13'15" N., longitude 81°52'12" W.), extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Navy Cecil VOR 085° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the NAS Jacksonville TACAN 096° radial, extending from the 5-mile radius zone to 6 miles E of the TACAN. The portion within a 5-mile radius of NAS Cecil Field (latitude 30°13'00" N., longitude 81°52'45" W.) is excluded.

Jacksonville, Fla. (NAS Cecil Field)
Within a 5-mile radius of NAS Cecil Field (latitude 30°13'00" N., longitude 81°52'45" W.); within 2 miles each side of the Navy Cecil VOR 181° radial, extending from the 5-mile radius zone to 12 miles S of the VOR; within 2 miles each side of the 181° bearing from the Navy Cecil RBN (latitude 30°13'15" N., longitude 81°52'12" W.), extending from the 5-mile radius zone to 12 miles S of the RBN; and within 2 miles each side of the Navy Cecil TACAN 356° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

Jacksonville, N. C.
Within a 5-mile radius of the New River MCAF (latitude 34°42'25" N., longitude 77°26'35" W.); within 2 miles each side of a 046° bearing from the New River radio beacon, extending from the 5-mile radius zone to 8 miles NE of the radio beacon; within 2 miles each side of a 226° bearing from the New River radio beacon, extending from the 5-mile radius zone to 8 miles SW of the radio beacon; excluding that portion which coincides with R-5306C.

Jamestown, N. Y.

Within a 5-mile radius of the center, 42°09'10"N., 79°15'30" W., of Jamestown Municipal Airport, Jamestown, N. Y.; within 2 miles each side of the Jamestown, N. Y., VOR 071° and 251° radials extending from the 5-mile radius zone to the VOR and within 2 miles each side of a 053° bearing from the Jamestown, N. Y., RBN (42°11'02" N., 79°11'15" W.) extending from the 5-mile radius zone to 7 miles northeast of the RBN. This control zone shall be in effect 0700 to 2200 hours Monday through Friday, 0700 to 1700 hours Saturdays and 0900 to 2200 hours Sundays, local time.

Jamestown, N. Dak.

Within a 5-mile radius of Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); within 2 miles each side of the Jamestown VORTAC 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC; and within 2 miles each side of the Jamestown VORTAC 140° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC.

AMENDMENTS 2/2/67 31 F. R. 16127 (Rewritten)

Janesville, Wis.

Within a 5-mile radius of Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.), and within 2 miles each side of the Janesville VOR 038° radial, extending from the VOR to a point 11.5 miles NE of the VOR, see Airman's Information Manual for hours of designation.

Jefferson City, Mo.

Within a 5-mile radius of Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), within 2 miles each side of the Jefferson City VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, and within 2 miles each side of the Jefferson City VOR 119° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Johnston Island, Johnston Atoll

Within a 5-mile radius of the Johnston Island AFB, Johnston Atoll (latitude 16°44'19" N., longitude 169°31'12" W.); within 2 miles each side of the extended centerline of runway 05, extending from the 5-mile radius zone to 6.5 miles NE of the Johnston Island RBN, and within 2 miles each side of the 241° bearing from the Johnston Island RBN, extending from the 5-mile radius zone to 12 miles SW of the RBN.

Johnstown, Pa.

Within a 5-mile radius of the center, 40°18'55" N., 78°50'00" W., of Johnstown-Cambria County Airport, Johnstown, Pa.; within 2 miles each side of the Johnstown VOR 044° radial extending from the 5-mile radius zone to 7 miles NE of the Johnstown VOR; within 2 miles each side of the Johnstown VOR 215° radial extending from the 5-mile radius zone to 7 miles SW of the Johnstown VOR; within 2 miles each side of the Johnstown VOR 320° radial extending from the 5-mile radius zone to 6 miles NW of the Johnstown VOR effective from 0800 to 2200 hours Sunday through Friday and 0800 to 1700 hours Saturday, all times local and during specific dates and times established in advance by a Notice to Airmen.

Joliet, Ill.

Within a 5-mile radius of Joliet Municipal Airport (latitude 41°31'05" N., longitude 88°10'30" W.) and within 2 miles each side of the Joliet VORTAC 104° radial, extending from the 5-mile radius zone to the Joliet VORTAC.

Joplin, Mo.

Within a 5-mile radius of the Joplin Municipal Airport (latitude 37°09'00" N., longitude 94°29'50" W.) and within 2 miles each side of the Joplin ILS localizer SE course. extending from the 5-mile radius zone to 7 miles SE of the airport.

Junction, Tex.

Within a 3-mile radius of the Kimble County Airport, Junction, Tex. (latitude 30°30'35" N., longitude 99° 45'45" W.); within 2 miles each side of the Junction VOR 150° radial, extending from 4 miles SE of the airport to the VOR; and within 2 miles each side of the extended centerline of the Kimble County Airport Runway 17, extending from the 3-mile radius zone to 4 miles S of the S end of Runway 17. This control zone is effective from 0600 to 1800 fours, local time, daily.

Juneau, Alaska

Within a 5-mile radius of Juneau Municipal Airport (latitude 58°21'30" N., longitude 134°35'00" W.), and within 2 miles each side of the Juneau localizer W course, extending from the 5-mile radius zone to 2 miles W of the Coghlan Island, Alaska, RBN.

Kahului, Hawaii

Within a 5-mile radius of Kahului Airport (latitude 20°54'00" N., longitude 156°26'00" W.); within 2 miles each side of the Maui VOR 038° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR; within 2 miles each side of the Maui VOR 201° radial, extending from the 5-mile radius zone to 9 miles S of the VOR; and within 2 miles each side of the extended centerline of Runway 2, extending from the 5-mile radius zone to 10 miles SW of the SW end of Runway 2.

Kailua, Kona, Hawaii

Within a 5-mile radius of the Kona Airport (latitude 19°38'49" N., longitude 156°00'45" W.), and within 2 miles each side of the Kona VORTAC 323° radial, extending from the 5-mile radius zone to the INT of the Kona VORTAC 323° and Upolu Point VOR 207° radials. This control zone is effective from 0730 to 2215 hours, local time daily, June 15 through September 6, and 0730 to 1830 hours, local time daily, September 7 through June 14, annually.

Kalamazoo, Mich.

Within a 5-mile radius of Kalamazoo Municipal Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.), within 2 miles each side of the Kalamazoo VOR 001°, 167° and 229° radials, extending from the 5-mile radius zone to 7 miles N, S and SW of the VOR, and within 2 miles each side of the Kalamazoo ILS localizer S course, extending from the 5-mile radius zone to the OM. This control zone is effective from 0700 to 2300 hours, local time, daily.

Kalispell, Mont.

Within a 5-mile radius of Flathead County Airport, Kalispell, Mont. (latitude 48°18'49" N., longitude 114°15'16" W.).

Kaneohe, Hawaii

Within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

Kansas City, Mo.

Within a 7.5-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.) and within 2 miles each side of the Kansas City VORTAC 185° and 179° radials, extending from the 7.5-mile radius zone to the VORTAC.

Kansas City, Mo. (Mid-Continent International Airport)

That airspace within a 5-mile radius of Mid-Continent International Airport (latitude 39°18'05" N., longitude 94°43'35" W.), and within 2 miles each side of the Kansas City VORTAC 276° radial extending from the VORTAC to 14 miles west of the VORTAC, excluding that portion which coincides with the Kansas City, Mo., and Leavenworth, Kans., control zones.

AMENDMENTS 1/4/68 32 F. R. 14757 (Rewritten)

Kearney, Nebr.

Within a 5-mile radius of the Kearney Municipal Airport (latitude 40°43'36" N., longitude 99°00'31" W.), and within 2 miles each side of the Kearney VOR 192° radial extending from the 5-mile radius zone to a point 8 miles S of the VOR, and within 2 miles each side of the Kearney VOR 343° radial extending from the 5-mile radius zone to a point 8 miles NW of the VOR, and within 2 miles each side of the Kearney VOR 360° radial extending from the 5-mile radius zone to a point 14 miles N of the VOR. The control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Kenai, Alaska

Within a 5-mile radius of the Kenai Municipal Airport (latitude 60°34'11" N., longitude 151°14'56" W.); and within 2 miles NW and 3 miles SE of the Kenai VOR 031° radial extending from the 5-mile radius zone to 8 miles NE of the VOR.

PENDING AMENDEMNT

Kenai, Alaska

Within a 5-mile radius of the Kenai Municipal Airport (latitude 60°34'11" N., longitude 151°14'56" W.); within 2 miles northwest and 3 miles southeast of the Kenai VOR 031° radial extending from the 5-mile radius zone to 8 miles northeast of the VOR; and within 2 miles northeast of the Kenai VOR 151° radial extending from the VOR to 7 miles southeast of the VOR; excluding the Soldotna Control Zone.

AMENDMENTS 2/1/68 32 F. R. 16482 (Rewritten)

Key West, Fla.

Within a 5-mile radius of the Key West International Airport (latitude 24°33'20" N., longitude 81°45'35" W.); within a 5-mile radius of the NAS, Key West (Boca Chica) (latitude 24°34'26" N., longitude 81°41'18" W.); within 2 miles each side of the 268° bearing from the Key West RBN, extending from the International Airport 5-mile radius zone to 8 miles west of the RBN; and within 2 miles each side of the Key West VORTAC 309° radial, extending from the International Airport 5-mile radius zone to 8 miles northwest of the VORTAC.

Killeen, Tex. (Fort Hood AAF)

Within a 5-mile radius of Fort Hood AAF (latitude 31°08'15" N., longitude 97°42'50" W.), within 2 miles each side of the Hood VOR 352° radial extending from the 5-mile radius zone to the VOR, within a 3-mile radius of Killeen Municipal Airport (latitude 31°05'10" N., longitude 97°41'05" W.), and within 2 miles each side of the Hood VOR 219° radial extending from the 3-mile radius zone to 8 miles SW of the VOR.

Killeen, Tex. (Robert Gray AAF)

Within a 5-mile radius of Robert Gray AAF (latitude 31°04'20" N., longitude 97°49'45" W.), within 2 miles each side of the 341° bearing from the Gray RBN extending from the 5-mile radius zone to 8 miles N of the RBN, and within 2 miles each side of the Hood VOR 271° radial extending from the 5-mile radius zone to the VOR, excluding the portion within the Killeen, Tex. (Fort Hood AAF) control zone. This control zone is effective during the dates and times published in the Airman's Information Manual.

King Salmon, Alaska

Within a 5-mile radius of the King Salmon Airport (latitude 58°40'40" N., longitude 156°38'55" W.); within 2 miles each side of the King Salmon VORTAC 312° and 132° radials, extending from the 5-mile radius zone to 9.5 miles NW of the VORTAC.

AMENDMENTS 4/27/67 32 F. R. 3048 (Rewritten)

Kingsville, Tex.

Within a 5-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 5-mile radius zone to 8 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN; within 2 miles each side of the Kingsville UHF RBN 187° bearing, extending from the 5-mile radius zone to 7 miles S of the UHF RBN.

AMENDMENTS 11/13/67 32 F. R. 16146 (Changed)

Kinston, N. C.

Within a 5-mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°37'05" W.), effective from 0600 to 0030 hours, local time, daily.

AMENDMENTS 10/12/67 32 F. R. 11849 (Rewritten)

Kirksville, Mo.

Within a 3-mile radius of Kirksville Municipal Airport (latitude 40°05'45" N., longitude 92°32'50" W.).

Klamath Falls, Oreg.

Within a 5-mile radius of Kingsley Field (latitude 42°09'29" N., longitude 121°43'57" W.), within 3 miles east and 2 miles west of the Klamath Falls VORTAC 171° radial extending from the 5-mile radius zone to 8 miles south of the VORTAC and within 2 miles each side of the Klamath Falls VORTAC 332° radial extending from the 5-mile radius zone to 11 miles northwest of the VORTAC.

AMENDMENTS 11/9/67 32 F. R. 13118 (Rewritten)

Knoxville, Tenn.

Within a 5-mile radius of the McGhee-Tyson Airport, Knoxville, Tenn. (latitude 35°48'40" N., longitude 83°59'35" W.), within 2 miles each side of the Knoxville ILS localizer SW course, extending from the 5-mile radius zone to 6 miles SW of the airport, within 2 miles each side of the Knoxville VORTAC 220° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the 045° bearing from the Knoxville RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN.

Kodiak, Alaska

Within a 5-mile radius of Navy Station Kodiak Airport (latitude 57°44'50" N., longitude 152°29'40" W.); within 2 miles each side of the Kodiak TACAN 094° radial, extending from the 5-mile radius zone to 7 miles E of the TACAN; and within 2 miles S and 2.5 miles N of the Kodiak RR E and W courses, extending from the 5-mile radius zone to 8 miles E of the RR.

AMENDMENTS 3/30/67 32 F. R. 487 (Rewritten)

Kotzebue, Alaska

Within a 5-mile radius of Wien Memorial Airport, Kotzebue, Alaska, (Lat. 66°53'02" N, Long. 162°37'33" W), and within 2 miles either side of the 048° bearing from the Kotzebue RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN.

Kwajalein Island, Marshall Islands

Within a 5-mile radius of the Kwajalein Island AAF (latitude 08°43' N., longitude 167°44' E.); within 2 miles each side of the Kwajalein TACAN 248° radial, extending from the 5-mile radius zone to 6 miles W of the TACAN; within 2 miles each side of the 008° bearing from the Kwajalein RBN, extending from the 5-mile radius zone to 12 miles N of the RBN; and within 2 miles each side of the 078° bearing from the Kwajalein RBN, extending from the 5-mile radius zone to 8 miles E of the RBN.

La Crosse, Wis.

Within a 5-mile radius of La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15'21" W.), and within 2 miles each side of the 305° and 142° bearings from the La Crosse RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN.

Lafayette, Ind.

Within a 5-mile radius of Purdue University Airport, Lafayette, Ind. (latitude 40°24'45" N., longitude 86°56'10" W.); within 2 miles each side of the Westpoint, Ind., VOR 038° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Lafayette, Ind., VOR 144° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the Purdue University ILS W course, extending from the 5-mile radius zone to the OM.

Lafayette, La.

That airspace within a 5-mile radius of Lafayette, La., Airport (latitude 30°12'00" N., longitude 91°59'40" W.); within 2 miles each side of the Lafayette ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM, and within 2 miles each side of the Lafayette VOR 172° radial extending from the 5-mile radius zone to 7 miles S of the VOR.

Lake Charles, La.

That airspace within a 5-mile radius of Lake Charles Municipal Airport (latitude 30°07'30" N., longitude 93°13'20" W.), within 2 miles each side of the Lake Charles VORTAC 259° radial extending from the VORTAC to 13 miles W of the VORTAC, within 2 miles each side of the Lake Charles ILS localizer NW course extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Lake Charles ILS localizer SE course extending from the 5-mile radius zone to 7.5 miles SE of the airport.

Lakehurst, N. J.

Within a 5-mile radius of the center, 40°02'05" N., 74°21'05" W., of NAS Lakehurst (West Field), Lakehurst, N.J.; within 2 miles each side of the Navy Lakehurst UHF RBN 050° bearing extending from the 5-mile radius zone to 6.5 miles northeast of the RBN; and within 2 miles each side of the Navy Lakehurst TACAN 058° radial extending from the 5-mile radius zone to 6 miles northeast of the TACAN.

Lake Tahoe, Calif.

Within a 5-mile radius of Lake Tahoe Airport (latitude 38°53'30" N., longitude 119°59'50" W.), effective from 0700 to 2300 hours, local time, daily.

Lanai, Hawaii

Within a 5-mile radius of Lanai Airport (Lat. 20°47'30" N, Long. 156°57'00" W), from 1430 to 1815 hours local standard time, daily.

Lancaster, Pa.

Within a 5-mile radius of the center, 40°07'16" N., 76°17'47" W. of Lancaster Airport, Lancaster, Pa., and within 2 miles each side of the Lancaster VOR 128° radial extending from the 5-mile radius zone to 7 miles SE of the VOR and within 2 miles each side of the Lancaster VOR 260° radial extending from the 5-mile radius zone to 8 miles W of the VOR from 0700 to 2300 hours, local time, daily.

Lansing, Mich.

Within a 5-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.).

Laramie, Wyo.

Within a 5-mile radius of General Brees Field, Laramie, Wyo. (latitude 41°18'50" N., longitude 105°40'25" W.); within 2 miles each side of the Laramie VOR 332° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR.

Laredo, Tex.

That airspace within a 5-mile radius of Laredo AFB (latitude 27°32'35" N., longitude 99°27'40" W.); within 2 miles each side of the 327° bearing from latitude 27°35'22" N., longitude 99°29'54" W., extending from the 5-mile radius zone to 7 miles
NW of the RBN; excluding that portion outside the United States.

Las Vegas, N. Mex.
Within a 5-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.) and within 2 miles each side of the Las Vegas VORTAC 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC, and within 2 miles each side of the Las Vegas VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC.

AMENDMENTS 10/12/67 32 F. R. 11630 (Changed)

Las Vegas, Nev. (McCarran Field)
Within a 5-mile radius of McCarran Field (latitude 36°05'05" N., longitude 115°09'00" W.); within 2 miles southeast and 3 miles northwest of the Las Vegas VORTAC 032° radial extending from the 5-mile radius zone to 6.5 miles northeast of the VORTAC; within 2 miles northwest and 3 miles southeast of the Las Vegas VORTAC 214° radial extending from the 5-mile radius zone to 6 miles southwest of the VORTAC; and within 2 miles each side of the Las Vegas VORTAC 268° radial extending from the 5-mile radius zone to 6.5 miles west of the VORTAC.

Las Vegas, Nev. (Nellis AFB)
Within a 5-mile radius of Nellis AFB (Lat. 36°14'10" N, Long. 115°02'00" W), and within 2 miles SE and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.4 miles SW of the airport.

LaVerne, Calif.
Within a 3-mile radius of Brackett Field (latitude 34°05'30" N., longitude 117°47'00" W.), within 2 miles each side of the Pomona VOR 179° radial, extending from the 3-mile radius zone to 3 miles S of the VOR. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 10/12/67 32 F. R. 11314 (Rewritten); Corr; 32 F. R. 13453

Lawton, Okla.
Within a 5-mile radius of Lawton Municipal Airport (latitude 34° 34'15" N., longitude 98°24'55" W.) and within a 3-mile radius of latitude 34°38'18" N., longitude 98°24'06" W.; excluding the portion within R-5601A.
AMENDMENTS 5/25/67 32 F. R. 7492 (Changed)

Leavenworth, Kans.
Within a 5-mile radius of Sherman AAF, Leavenworth, Kans. (latitude 39°22'05" N., longitude 94°54'45" W.).

Lebanon, N. H.
Within a 5-mile radius of the center, 43°37'35" N., 72°18'10" W., of Lebanon Regional Airport, Lebanon, N.H.; within 2 miles each side of the Lebanon VOR 231° and 051° radials extending from the 5-mile radius zone to 2 miles northeast of the VOR; within 2 miles each side of the Lebanon VOR 104° radial extending from the VOR to 3.5 miles east of the VOR and within 2 miles each side of the Lebanon VOR 134° radial extending from the VOR to 4 miles southeast of the VOR; within 2 miles either side of the centerline of runway 18 extended 5.5 miles from the end of the runway.

Lemoore, Calif.
Within a 6-mile radius of NAS Lemoore (latitude 36° 20' 00" N., longitude 119° 57' 04" W.); within 2 miles each side of the Lemoore TACAN 336° and 356° radials, extending from the 6-mile radius zone to 8 miles NW and N of the TACAN, and within 2 miles each side of the Lemoore TACAN 156° radial, extending from the 6-mile radius zone to 8 miles SE of the TACAN.

Lewiston, Idaho
Within a 5-mile radius of Lewiston Nez-Perce Airport (latitude 46°22'34" N., longitude 117°00'53" W.), and within 2 miles each side of the Lewiston VOR 266° radial, extending from the 5-mile radius zone to the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.
AMENDMENTS 3/2/67 31 F. R. 16607 (Rewritten)

Lewistown, Mont.
Within a 5-mile radius of the Lewistown Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.) and within 2 miles either side of the Lewistown VOR 090° radial, extending from the 5-mile radius zone to the VOR.

Lexington, Ky.
Within a 5-mile radius of the center, 38°02'10" N., 84°36'15" W. of Blue Grass Field, Lexington, Ky., and within 2 miles each side of the Lexington VORTAC 304° radial extending from the 5-mile radius zone to 1 mile NW of the VORTAC and within 2 miles each side of the Lexington Blue Grass ILS localizer NE course extending from the 5-mile radius zone to 5 miles NE of the localizer.

Liberal, Kansas

Within a 5-mile radius of Liberal Municipal Airport (latitude 37°02'35" N., longitude 100°57'45" W.); within 2 miles each side of the Liberal VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC; and within 2 miles each side of the Liberal VORTAC 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 3/30/67 32 F. R. 2368 (Rewritten)

Lihue, Hawaii

Within a 5-mile radius of Lihue Airport (latitude 21° 59' 00" N., longitude 159° 21' 00" W.); within 2 miles each side of the Lihue VOR 041° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles each side of the Lihue VOR 130° radial, extending from the 5-mile radius zone to 9 miles SE of the VOR.

Limestone, Maine

Within a 5-mile radius of the center, 46°57'05" N., 67°53'10" W., of Loring AFB, Limestone, Maine, excluding the portion outside of the United States; within 2 miles each side of the Loring TACAN 168° radial extending from the 5-mile radius zone to 6.5 miles south of the TACAN; and within 2 miles each side of the Loring TACAN 348° radial extending from the 5-mile radius zone to 7 miles north of the TACAN.

Lincoln, Nebr.

Within a 6-mile radius of Lincoln Airport (latitude 40°50'45" N., longitude 96°45'20" W.); and within 2 miles each side of the Lincoln ILS localizer N course extending from the 6-mile radius to 14 miles N of the Lincoln Airport and within 2 miles either side of the Lincoln VORTAC 015° radial extending from the 6-mile radius to 8 miles N of the Lincoln VORTAC; and within 2 miles each side of the Lincoln VORTAC 187° radial extending from the 6-mile radius to 13 miles S of the Lincoln VORTAC, excluding the airspace within a 1-mile radius of Arrow airport (latitude 40°52'00" N., longitude 96°39'15" W.).

Little Rock, Ark. (Adams Field)

That airspace within a 5-mile radius of Adams Field (latitude 34°43'45" N., longitude 92°13'45" W.); within 2 miles each side of the Adams Field ILS localizer SW course, extending from the 5-mile radius zone to 0.5 of a mile NE of the OM, and within 2 miles each side of the Adams Field ILS localizer NE course, extending from the 5-mile radius zone to 10.5 miles NE of the airport, excluding the portion within the Little Rock AFB control zone.

Little Rock, Ark. (Little Rock AFB)

That airspace within a 5-mile radius of Little Rock AFB (latitude 34°55'05" N., longitude 92°08'45" W.); within 2 miles each side of the Cabot VOR 251° radial, extending from the 5-mile radius zone to 1 mile SW of the VOR, within 2 miles each side of the Little Rock AFB ILS localizer NE course, extending from the 5-mile radius zone to 1 mile SW of the OM, within 2 miles each side of the Jacksonville TACAN 077° radial, extending from the 5-mile radius zone to 7 miles E of the TACAN, and within 2 miles each side of the Jacksonville TACAN 242° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN.

Lompoc, Calif.

Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif. (latitude 34°43'50" N., longitude 120°34'30" W.), and within 2 miles SW and 3 miles NE of the Vandenberg VOR 136° radial extending from the 5-mile radius zone to 9.5 miles SE of the VOR, excluding that portion within R-2516.

London, Ky.

Within a 5-mile radius of the center 37°05'20" N., 84°04'27" W. of Corbin-London Memorial Airport, London, Ky., and within 2 miles each side of the London VOR 205° radial extending SW from the 5-mile radius zone for 5 miles.

Long Beach, Calif.

Within a 5-mile radius of Long Beach Municipal Airport (latitude 33°49'07" N., longitude 118°09'04" W.) within a 5-mile radius of NAS Los Alamitos, Calif. (latitude 33°47'30" N., longitude 118°02'50" W.); within 2 miles each side of the Long Beach ILS localizer NW course, extending from the Long Beach 5-mile radius zone to 5 miles NW of the localizer, excluding the portion within a 1-mile radius of Sunset Beach, Calif. Airport (latitude 33°43'08" N., longitude 118°02'13" W.).

Longview, Tex.

That airspace within a 5-mile radius of Gregg County Airport, Longview, Tex. (latitude 32°23'05" N., longitude 94°42'45" W.); within 2 miles each side of the Gregg County VOR 313° radial extending from the 5-mile radius zone to 7 miles NW of the VOR, within 2 miles each side of the Gregg County ILS localizer NW course extending from the 5-mile radius zone to 0.5 mile SE of the OM, and within 2 miles each side of the Gregg County ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.

Los Angeles, Calif. (Hawthorne Municipal Airport)

Within a 3-mile radius of the Hawthorne Municipal Airport (latitude 33°55'20" N., longitude 118°20'05" W.), and within 2 miles on each side of the Los Angeles VOR 096° radial extending from the 3-mile radius zone to 4 miles E. of the lift-off end of Runway 7, excluding the portion N. of latitude 33°55'30" N. and W. of longitude 118°21'40" W., effective from 0700 to 2300 hours, local time, daily.

Los Angeles, Calif. (Los Angeles International Airport)

Within a 5-mile radius of the Los Angeles International Airport (latitude 33°56'25" N., longitude 118°24'10" W.); within a 3-mile radius of the Hawthorne Municipal Airport, Los Angeles, Calif. (latitude 33°55'20" N., longitude 118°20'05" W.); within 2 miles each side of the Los Angeles ILS localizer E course, extending from the Los Angeles 5-mile radius zone to the OM; within 2 miles each side of the Los Angeles VOR 096° radial, extending from the Hawthorne 3-mile radius zone to 4 miles E of the lift-off end of Hawthorne Municipal Airport Runway 7, excluding the portion N of a line extending from latitude 34°00'43" N., longitude 118°23'30" W., to latitude 33°58'03" N., longitude 118°28'58" W., and excluding the portion within the Hawthorne Municipal Airport control zone.

Louisville, Ky.

Within a 5-mile radius of Standiford Field, Louisville, Ky., (Lat. 38°10'33" N, Long. 85°44'12" W); within a 5-mile radius of Bowman Field, Louisville, Ky., (Lat. 38°13'40" N, Long. 85°39'45" W); within 2 miles either side of the Standiford Field ILS localizer NE course, extending from the Standiford 5-mile radius zone to the INT of the localizer NE course and the Louisville VORTAC 328° radial; within 2 miles either side of the Standiford Field ILS localizer SW course, extending from the Standiford 5-mile radius zone to the OM; within 2 miles either side of the Louisville VORTAC 301° radial, extending from the Standiford 5-mile radius zone to the VORTAC, and within 2 miles either side of the Louisville VORTAC 331° radial, extending from the Bowman Field 5-mile radius zone to the VORTAC.

Lubbock, Texas (Municipal Airport)

That airspace within a 5-mile radius of Lubbock, Tex., Municipal Airport (latitude 33°39'33" N., longitude 101°49'41" W.); within 2 miles each side of the Lubbock VORTAC 123° radial, extending from the Lubbock 5-mile radius zone to the VORTAC; within 2 miles each side of the Lubbock VORTAC 124° and 116° radials, extending from the Lubbock 5-mile radius zone to 11.5 miles southeast of the VORTAC; and within 2 miles each side of the Lubbock ILS localizer north course, extending from the 5-mile radius zone to the OM.

Lubbock, Tex. (Reese AFB)

That airspace within a 5-mile radius of Reese AFB, Tex. (latitude 33°35'56" N., longitude 102°02'36" W.); within 2 miles each side of the Lubbock VORTAC 227° radial extending from the Reese AFB 5-mile radius zone to the VORTAC, within 2 miles each side of the Reese AFB TACAN 013° radial extending from the Reese AFB 5-mile radius zone to 6.5 miles N of the TACAN, within 2 miles each side of the Reese AFB ILS localizer N course extending from the Reese AFB 5-mile radius zone to 6.5 miles N of the TACAN, and within 2 miles each side of the Reese AFB TACAN 168° radial extending from the 5-mile radius zone to 5.5 miles S of Reese AFB, excluding that portion which lies within the Lubbock Municipal Airport control zone. This control zone is effective during the dates and times published in the Airman's Information Manual.

Lufkin, Tex.

That airspace within a 5-mile radius of Angelina County Airport (latitude 31°14'05" N., longitude 94°45'00" W.), within 2 miles each side of the Lufkin VOR 337° radial extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the 153° bearing from the Lufkin DF station (latitude 31°13'57" N., longitude 94°45'15" W.) extending from the 5-mile radius zone to 8 miles SE of the DF station.

Lynchburg, Va.

Within a 5-mile radius of the center 37°19'40" N., 79°12'05" W., of Lynchburg-Preston Glenn Airport, Lynchburg, Va., excluding the airspace within 1-mile radius of the center 37°22'00" N., 79°07'00" W., of Falwell Airport, Lynchburg, Va., and within 2 miles each side of the ILS localizer SW course extending SW from the 5-mile radius zone for 1 mile. This control zone is effective from 0700 to 2400 hours, local time, daily.

AMENDMENTS 11/9/67 32 F. R. 13915 (Changed)

MacDill AFB, Fla.

Within a 5-mile radius of the MacDill AFB (latitude 27°51'05" N., longitude 82°31'15" W.); within a 3-mile radius of the Peter O. Knight Airport (latitude 27°54'55" N., longitude 82°27'05" W.); within 2 miles each side of the MacDill TACAN 226° radial, extending from the 5-mile radius zone to 7 miles SW of the TACAN; and within 2 miles each side of the MacDill AFB runway 22 extended centerline, extending from the 5-mile radius zone to 4.5 miles SW of the liftoff end of the runway; excluding the portion within the Tampa (International Airport) control zone, and the St. Petersburg (Albert-Whitted Airport) control zone.

Macon, Ga.

Within a 5-mile radius of Lewis B. Wilson Airport, Macon, Ga. (latitude 32°41'35" N., longitude 83°38'50" W.); within a 5-mile radius of the Robins AFB, Macon, Ga. (latitude 32°38'30" N., longitude 83°35'35" W.); within 2 miles each side of the Macon VORTAC 316° radial extending from the Lewis B. Wilson airport 5-mile radius zone to 11.5 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 325° radial extending from the Lewis B. Wilson airport 5-mile radius zone to 8 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 138° radial, extending from the Robins AFB 5-mile radius zone to 13 miles SE of the VORTAC; and within 2 miles each side of the Robins AFB ILS localizer SE course, extending from the Robins AFB 5-mile radius zone to 7 miles SE of the airport.

AMENDMENTS 7/11/67 32 F. R. 10838 (Changed)

Madison, Wis.

Within a 5-mile radius of Truax Field, Madison, Wis. (latitude 43°08'20" N., longitude 89°20'15" W.); within 2 miles each side of the Madison ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Truax VOR 134° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; within 2 miles each side of the Truax VOR 320° radial, extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Truax VOR 359° radial, extending from the 5-mile radius zone to 7 miles N of the VOR.

Manchester, N. H.

Within a 5-mile radius of the center, 42°55'55" N., 71°26'20" W. of Grenier Field, Manchester, N. H.; within 2 miles each side of the 157° bearing from the Manchester RBN (42°52'12" N., 71°23'52" W.); extending from the 5-mile radius zone to 8 miles south of the RBN; within 2 miles each side of the Manchester VOR 141° and 321° radials extending from the 5 mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the Manchester VOR 325° radial extending from the 5-mile radius zone to 13 miles NW of the VOR.

AMENDMENTS 2/1/67 32 F. R. 1086 (Changed); 3/31/67 32 F. R. 5768 (Changed); 5/1/67 32 F.R. 7250 (Changed); Corr: 32 F. R. 10061

Manhattan, Kans.

Within a 5-mile radius of the Manhattan, Kans., Municipal Airport (latitude 39°08'35" N., longitude 96°40'05" W.). and within 2 miles each side of the Manhattan VOR 046° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles each side of the Manhattan VOR 147° radial, extending from the 5-mile radius zone to 11 miles SE of the VOR, and within 2 miles NE and 3 miles SW of the 127° bearing from the Manhattan RBN, extending from the 5-mile radius zone to 10 miles SE of the RBN, excluding the Fort Riley, Kans., control zone and the portion within R-3602. The control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Manitowoc, Wis.

Within a 5-mile radius of Manitowoc, Wis., Municipal Airport (latitude 44°07'30" N., longitude 87°40'45" W.), within 2 miles each side of the Manitowoc VOR 343° radial extending from the 5-mile radius zone to 8 miles north of the VOR, and within 2 miles each side of the Manitowoc VOR 176° radial extending from the 5-mile radius zone to 8 miles south of the VOR. This control zone shall be effective during the times established by Notice to Airmen and continuously published in the Airman's Information Manual.

Mankato, Minn.

Within a 5-mile radius of the Mankato Municipal Airport (latitude 44°08'44" N., longitude 93°59'04" W.) and within 2 miles each side of the Mankato VOR 149° radial extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone shall be effective during the specific dates and/or times established in advance by a notice to airmen and continuously published in the Airman's Information Manual.

Mansfield, Ohio

Within a 5-mile radius of the Mansfield Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.).

Marion, Ill.

Within a 5-mile radius of the Williamson County Airport (latitude 37°45'15" N., longitude 89°00'40" W.), within 2 miles each side of the Marion VOR 014° radial extending from the 5-mile radius zone to 8 miles N of the VOR, and within 2 miles each side of the Marion VOR 209° radial extending from the 5-mile radius zone to 8 miles SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Marion, Ind.
Within a 5-mile radius of Marion Municipal Airport (latitude 40°29'25" N., longitude 85°40'40" W.), and within 2 miles each side of the Marion VOR 042° and 211° radials extending from the 5-mile radius zone to 8 miles NE and SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and published continually in the Airman's Information Manual.

PENDING AMENDMENT

Marion, Ind.
Within a 5-mile radius of Marion Municipal Airport (latitude 40°29'25" N., longitude 85°40'40" W.), and within 2 miles each side of the Marion VOR 042°, 155° and 211° radials extending from the 5-mile radius zone to 8 miles northeast, southeast, and southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

AMENDMENTS 2/1/68 32 F. R. 17426 (Rewritten)

Marquette, Mich. (K. I. Sawyer AFB)
Within a 5-mile radius of K. I. Sawyer AFB (latitude 46°21'15" N., longitude 87°23'40" W.); within 2 miles each side of the K. I. Sawyer AFB ILS localizer S course extending from the 5-mile radius zone to the LOM; within 2 miles each side of the K. I. Sawyer AFB TACAN 183° radial extending from the 5-mile radius zone to 8 miles S of the TACAN; and within 2 miles each side of the K. I. Sawyer TACAN 015° radial extending from the 5-mile radius zone to 8 miles N of the TACAN.

Marquette, Mich. (Marquette County Airport)
Within a 5-mile radius of Marquette County Airport (latitude 46°32'03" N., longitude 87°33'35" W.); within 2 miles each side of the Marquette VOR 084° and 250° radials, extending from the 5-mile radius zone to 8 miles E and W of the VOR.

Martha's Vineyard, Mass.
Within a 4-mile radius of Martha's Vineyard Airport (latitude 41°23'35" N., longitude 70°36'50" W.); within 2 miles each side of the Martha's Vineyard VOR 055° radial, extending from the 4-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the 040° bearing from the Martha's Vineyard RBN, extending from the 4-mile radius zone to 8 miles NE of the RBN. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 8/17/67 32 F. R. 9019 (Changed)

Martinsburg, Pa.
Within a 5-mile radius of the center, 40°17'45" N., 78°19'10" W., of Blair County Airport, Martinsburg, Pa., within 2 miles each side of the centerline of runway 2 extended from the 5-mile radius zone to 6.5 miles north of the end of the runway; and within 2 miles each side of the centerline of runway 20 extended from the 5-mile radius zone to 9 miles south of the end of the runway.

AMENDMENTS 11/9/67 32 F. R. 13116 (Changed)

Martinsburg, W. Va.
Within a 5-mile radius of the center, 39°24'05" N., 77°59'00" W., of Martinsburg Airport, Martinsburg, W. Va.

Marysville, Calif. (Beale AFB)
Within a 5-mile radius of Beale AFB (latitude 39°08'10" N., longitude 121°26'05" W.), within 2 miles each side of the Beale VOR 162° radial, extending from the 5-mile radius zone to 4 miles south of the VOR, and within 2 miles each side of the Beale TACAN 347° radial, extending from the 5-mile radius zone to 8 miles north of the TACAN.

Marysville, Calif. (Yuba County Airport)
Within a 5-mile radius of Yuba County Airport (latitude 39°05'50" N., longitude 121°34'00" W.); within 2 miles each side of the Marysville VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR and within 2 miles each side of the Marysville VOR 343° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, excluding the portion within the Beale AFB control zone.

Mason City, Iowa
Within a 5-mile radius of Mason City, Iowa, Municipal Airport (latitude 43°09'31" N., longitude 93°19'39" W.); and within 2 miles each side of the Mason City VOR 002° radial extending from the 5-mile radius zone to 10 miles N of the VOR.

Massena, N. Y.
Within a 5-mile radius of the center, 44°56'10" N., 74°50'50" W., of Richards Field, Massena, N. Y.; within 2 miles each side of the Massena VOR 284° radial extending from the 5-mile radius zone to the VOR excluding the airspace within Canada.

Mattoon, Ill.
Within a 5-mile radius of the Coles County Memorial Airport (latitude 39°28'46" N., longitude 88°17'05" W.), within 2 miles each side of the 060° radial of the Mattoon VOR, extending from the 5-mile radius zone to 8 miles northeast, and within 2 miles northwest and 3 miles southeast of the 231° radial of the Mattoon VOR, extending from the 5-mile radius zone to 8 miles southwest. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Mayport, Fla. (NS Mayport)
Within a 5-mile radius of NS Mayport (latitude 30°23'30" N., longitude 81°25'25" W.); within 2 miles each side of the Navy Mayport TACAN 038° radial, extending from the 5-mile radius zone to 6 miles NE of the TACAN; and within 2 miles each side of the 050° bearing from the Navy Mayport RBN (latitude 30°23'36" N., longitude 81°25'34" W.), extending from the 5-mile radius zone to 8 miles NE of the RBN.

McAlester, Okla.
Within a 5-mile radius of McAlester Municipal Airport (Lat. 34°53'05" N, Long. 95°46'55" W).

McAllen, Tex.
That airspace within a 5-mile radius of Miller International Airport (latitude 26°10'40" N., longitude 98°14'25" W.), within 2 miles each side of the McAllen VOR 095° radial extending from the 5-mile radius zone to 8 miles E of the VOR, within 2 miles each side of the McAllen VOR 322° and 324° radials extending from the 5-mile radius zone to 8 miles NW of the VOR, within 2 miles each side of the 320° bearing from latitude 26°12'20" N., longitude 98°16'05" W., extending from the 5-mile radius zone to 8 miles NW of latitude 26°12'20" N., longitude 98°16'05" W., and within 2 miles each side of the 319° bearing from latitude 26°10'41" N., longitude 98°14'05" W., extending from the 5-mile radius zone to 8 miles NW of latitude 26°10'41" N., longitude 98°14'05" W., excluding the portion outside of the United States.

McComb, Miss.
Within a 3-mile radius of the McComb-Pike County Airport (latitude 31°15'15" N., longitude 90°28'15" W.) and within 2 miles each side of the McComb VOR 254° radial, extending from the 3-mile radius zone to the VOR.

McCook, Nebr.
That airspace within a 5-mile radius of McCook Municipal Airport (latitude 40°12'25" N., longitude 100°35'25" W.); within 2 miles each side of the 120° bearing from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles southeast of the airport; and within 2 miles each side of the 324° bearing from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 11/9/67 32 F. R. 13218 (Rewritten)

McGrath, Alaska
Within a 5-mile radius of McGrath Airport (latitude 62°57'05" N., longitude 115°36'10" W.); within 2 miles W of the McGrath VORTAC 003° radial to within 2 miles E of the McGrath VORTAC 008° radial extending from the 5-mile radius zone along the McGrath VORTAC 005° radial to 13 miles N of the VORTAC; and within 3 miles SW and 2 miles NE of the McGrath RR SE course extending from the 5-mile radius zone to 8 miles SE of the RR.

Medford, Oreg.
That airspace within a 5-mile radius of the Medford-Jackson County Airport (latitude 42°22'15" N., longitude 122°52'20" W.), and within 2 miles W and 3 miles E of the Medford ILS localizer N course, extending from the 5-mile radius zone to 3 miles N of the OM.

Melbourne, Fla.
Within a 5-mile radius of John F. Kennedy Memorial Airport (latitude 28°06'05" N., longitude 80°38'10" W.); within 2 miles each side of the 267° bearing from the Melbourne RBN, extending from the 5-mile radius zone to 8 miles west of the RBN; within 2 miles each side of the Melbourne VOR 100° radial, extending from the 5-mile radius zone to 8 miles east of the VOR; within 2 miles each side of the Melbourne VOR 262° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; excluding that portion which coincides with the Cocoa, Fla. (Patrick AFB), control zone.

Memphis, Tenn. (Metropolitan Airport)
Within a 5-mile radius of the Memphis Metropolitan Airport (latitude 35°03'00" N., longitude 89°58'15" W.); within 2 miles each side of the extended centerline of Runway 3, extending from the 5-mile radius zone to 5.5 miles northeast of the airport; within 2 miles each side of the Runway 9 ILS localizer east course, extending from the 5-mile radius zone to 6 miles east of the airport; within 2 miles each side of the Runway 35 ILS localizer south course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Memphis VORTAC 349° radial, extending from the 5-mile radius zone to the VORTAC; excluding the portion within a 1-mile radius of the Desoto Air Park, Horn Lake, Miss. (latitude 34°59'15" N., longitude 90°01'55" W.).

AMENDMENTS 7/20/67 32 F. R. 7493 (Rewritten); 9/29/67 32 F. R. 14152 (Changed)

Memphis, Tenn. (NAS)
Within a 5-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.); within 2 miles each side of the NAS Memphis TACAN 035° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the NAS.

AMENDMENTS 9/26/67 32 F. R. 13916 (Rewritten)

Menominee, Mich.
Within a 5-mile radius of Menominee County Airport (latitude 45°07'25" N., longitude 87°38'20" W.) within 2 miles each side of the Menominee VOR 351° radial, extending from the 5-mile radius zone to 8 miles N of the VOR and within 2 miles each side of the 320° bearing from the Menominee County Airport extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Merced, Calif.
Within a 5-mile radius of Castle Air Force Base, Merced, Calif. (latitude 37°22'45" N., longitude 120°34'00" W.); within a 5-mile radius of Merced Municipal Airport (latitude 37°17'10" N., longitude 120°30'55" W.); and within 2 miles each side of the Castle TACAN 310° radial, extending from the Castle 5-mile radius circle to 6 miles NW of the TACAN.

AMENDMENTS 2/2/67 31 F. R 15569 (Changed)

Meridian, Miss. (Key Field)
Within a 5-mile radius of Key Field (latitude 32°19'58" N., longitude 88°45'05" W.); within 2 miles each side of the Meridian ILS localizer S course extending from the 5-mile radius zone to the Meridian RBN; within 2 miles each side of the Meridian VORTAC 155° radial extending from the 5-mile radius zone to 13.5 miles SE of the VORTAC; within 2 miles each side of the Meridian VORTAC 310° radial extending from the 5-mile radius zone to 6 miles NW of the airport.

PENDING AMENDMENT
Meridian, Miss. (Key Field)
Within a 5-mile radius of Key Field (latitude 32°19'58" N., longitude 88°45'05" W.); within 2 miles each side of the Meridian ILS localizer south course, extending from the 5-mile radius zone to the Meridian RBN; within 2 miles each side of the Meridian VORTAC 135° radial, extending from the 5-mile radius zone to 13 miles southeast of the VORTAC; within 2 miles each side of the Meridian VORTAC 155° radial, extending from the 5-mile radius zone to 13.5 miles southeast of the VORTAC; within 2 miles each side of the Meridian VORTAC 310° radial, extending from the 5-mile radius zone to 6 miles northwest of the airport.

AMENDMENTS 2/29/68 33 F. R. 67 (Rewritten)

Meridian, Miss. (NAAS Meridian)
Within a 5-mile radius of NAAS Meridian (latitude 32°33'27" N., longitude 88°33'33" W.); within 2 miles each side of Navy McCain TACAN 360° radial extending from the 5-mile radius zone to 7 miles N of the TACAN; within 2 miles each side of the Navy McCain TACAN 069° radial extending from the 5-mile radius zone to 7 miles E of the TACAN; within 2 miles each side of Runway 18L centerline extending from the 5-mile radius zone to 6 miles N of the airport; within 2 miles each side of Runway 27 centerline extending from the 5-mile radius zone to 6 miles E of the airport; within 2 miles E and 1 mile W of Runway 36L centerline extending from the 5-mile radius zone to 6 miles S of the airport.

Miami, Fla. (International Airport)
Within a 5-mile radius of the Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within a 3-mile radius of the Tamiami Airport (latitude 25°45'15" N., longitude 80°22'35" W.); within a 5-mile radius of the Opa Locka Airport (latitude 25°54'25" N., longitude 80°16'40" W.); within 2 miles each side of the Miami VORTAC 108° radial extending from the Opa Locka 5-mile radius zone to 5.5 miles E of the VORTAC; within 2 miles each side of the Miami VORTAC 139° radial extending from the Miami 5-mile radius zone to 10 miles SE of the VORTAC; within 2 miles each side of the Miami Runway 9L ILS localizer W course extending from the Miami 5-mile radius zone to the Runway 9L LOM; and within 2 miles each side of the Miami Runway 27L ILS localizer W course extending from the Miami 5-mile radius zone to the intersection of the Runway 27L ILS localizer W course and the Miami VORTAC 161° radial.

Miami, Fla. (New Tamiami Airport)
Within a 5-mile radius of the new Tamiami Airport, Fla. (latitude 25°38'49" N., longitude 80°25'59" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 7/1/67 32 F. R. 7589 (Added)

Midland, Tex.
Within a 5-mile radius of Midland-Odessa Ragional Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), and
within 2 miles each side of the Midland ILS localizer NW course, extending from the 5-mile radius zone to 7 miles NW of the airport.

AMENDMENTS 6/23/67 32 F. R. 9642 (Changed)

Midway Island
Within a 5-mile radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); within 2 miles each side of the Midway RBN 244° bearing, extending from the 5-mile radius zone to 11 miles SW of the RBN; within 2 miles each side of the Midway TACAN 232° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN, and within 2 miles each side of the Midway TACAN 168° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN.

Miles City, Mont.
Within a 5-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); within 2 miles each side of the 252° bearing from the Miles City RBN, extending from the 5-mile radius zone to 8 miles west of the RBN; within 2 miles each side of the Miles City VORTAC 225° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC; and within 2 miles each side of the Miles City VORTAC 057° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC.

AMENDMENTS 8/17/67 32 F. R. 8295 (Rewritten)

Millinocket, Maine.
Within a 5-mile radius of the center 45°38'50" N., 68°41'10" W. of Millinocket Airport; within 2 miles each side of a 094° bearing from the Millinocket Radio Beacon extending from the 5-mile radius zone to 7 miles E. of the radio beacon; and within 2 miles each side of the Millinocket VOR 298° radial extending from the 5-mile radius zone to the VOR.

Millville, N. J.
Within a 5-mile radius of the center, 39°22'00" N., 75°04'45" W. of Millville Municipal Airport, Millville, N. J., excluding the portion within a 1-mile radius of the center, 39°25'45" N., 75°02'45" W. of Vineland Airport, Vineland, N. J.

Milton, Fla.
Within a 5-mile radius of NAAS Whiting (North), Milton, Fla. (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the Whiting VOR 140° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the Whiting TACAN 309° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Milwaukee, Wis. (General Mitchell Field)
Within a 5-mile radius of General Mitchell Field (latitude 42°56'51" N., longitude 87°53'58" W.) and within 2 miles each side of the Milwaukee ILS localizer S course, extending from the 5-mile radius to the OM; and within 2 miles each side of the Milwaukee No. 2 ILS localizer W course, extending from the 5-mile radius zone to the OM.

Milwaukee, Wis. (Timmerman Airport)
Within a 5-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.); within 2 miles each side of the Timmerman VOR 336° radial, extending from the 5-mile radius zone to 7 miles northwest of the VOR; and within 2 miles each side of the Timmerman VOR 214° radial, extending from the 5-mile zone to 6 miles southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 9/14/67 32 F. R. 10346 (Rewritten)

Minchumina, Alaska
Within a 5-mile radius of the Minchumina Airport (Lat. 63°52'55" N, Long. 152°18'39" W) and within 2 miles either side of the Minchumina RR SE course, extending from the 5-mile radius zone to 12 miles SE of the RR, from 0745 to 1545 hours, local time, daily.

AMENDMENTS 6/22/67 32 F. R. 7705 (Changed)

Mineral Wells, Tex.
That airspace within a 5-mile radius of Mineral Wells Airport (latitude 32°46'55" N., longitude 98°03'35" W.) S of latitude 32°48'00" N.; within a 3-mile radius of Mineral Wells Airport N of latitude 32°48'00" N.; within 2 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 5-mile radius zone to 7 miles SE of the RBN; within 2 miles each side of the Mineral Wells VORTAC 137° and 317° radials, extending from the 5-mile radius zone to 7 miles SE of the VORTAC, and within 2 miles each side of the extended centerline of Runways 13-31 extending from the airport to 3.5 miles NW.

Minneapolis, Minn.
Within a 5-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'08" N., longitude 93°13'11" W.); within 2 miles each side of the Minneapolis MSP-ILS front and back courses from the 5-mile radius zone to the MS-LOM and to 16 miles NW of the MS-LOM; and within 2 miles each side of the front and back courses of the Minneapolis APL-ILS, extending from the 5-mile radius zone to the AP-LOM and to 12 miles NE of the AP-LOM.

Minneapolis, Minn. (Crystal Airport)
Within a 5-mile radius of Crystal Airport (latitude 45°03'45" N., longitude 93°21'20" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENT 9/14/67 32 F.R. 9808 (Rewritten)

Minneapolis, Minn. (Flying Cloud Airport)
That airspace within a 5-mile radius of Flying Cloud Airport latitude 44°49'30" N., longitude 93°27'45" W.); and within 2 miles each side of the Flying Cloud VOR 292° radial, extending from the 5-mile radius zone to 7 miles west of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENT 9/14/67 32 F.R. 10432 (Rewritten)

Minot, N. Dak. (International Airport)
Within a 5-mile radius of Minot International Airport (latitude 48° 15' 45" N., longitude 101° 16' 50" W.), within 2 miles each side of the Minot VORTAC 097° radial, extending from the 5-mile radius zone to 8 miles E of the VORTAC, within 2 miles each side of the Minot VORTAC 129° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC, and within 2 miles each side of the Minot VORTAC 260° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC.

Minot, N. Dak. (Minot AFB)
Within a 5-mile radius of Minot AFB (latitude 48° 24' 56" N., longitude 101° 21' 26" W.), within 2 miles each side of the Minot AFB ILS localizer SE course extending from the 5-mile radius zone to the LOM, within 2 miles each side of the Minot AFB TACAN 119° radial extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles each side of the Minot AFB TACAN 307° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN.

Miramar, Calif.
Within a 5-mile radius of NAS Miramar (Lat. 32°52'30" N, Long. 117°08'15" W) and within 2 miles either side of the NAS Miramar TACAN 078° radial extending from the 5-mile radius zone to 12 miles E of the TACAN, excluding the area S of Lat. 32°49'30" N.

Missoula, Mont.
Within a 5-mile radius of Missoula County Airport (Lat. 46°55'00" N, Long. 114°05'15" W).

Mitchell, S. Dak.
Within a 5-mile radius of Mitchell Municipal Airport (latitude 43°46'30" N., longitude 98°02'25" W.); within 2 miles each side of the Mitchell VOR 149° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR; and within 2 miles each side of the Mitchell VOR 300° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR. This control zone is effective during the specific times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

AMENDMENTS 1/4/68 32 F. R. 14550 (Added)

Mobile, Ala. (Bates Field)
Within a 5-mile radius of Bates Field (latitude 30° 41' 17.7" N., longitude 88° 14' 26.6" W.); within 2 miles each side of the Mobile VORTAC 113° radial extending from the 5-mile radius zone to 2 miles SE of the VORTAC.

Mobile, Ala. (Brookley AFB)

Within a 5-mile radius of Brookley AFB (latitude 30°37'39" N., longitude 88°04'10" W.); within 2 miles each side of the Brookley VORTAC 150° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC; within 2 miles each side of the Brookley VORTAC 140° radial extending from the 5-mile radius zone to 4.5 miles southeast of the VORTAC, effective from 0800 to 2400 hours, local time, daily.

AMENDMENTS 3/2/67 32 F. R. 2440 (Changed); 3/28/67 32 F. R. 5677 (Rewritten)

Modesto, Calif.

Within a 5-mile radius of the Modesto City-County Airport, Modesto, Calif., (latitude 37°37'35" N., longitude 120°57'15" W.); within 2 miles each side of the Modesto VOR 291° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; within 2 miles each side of the Modesto VOR 119° radial, extending from the 5-mile radius zone to 8 miles E of the VOR from 0600 to 2200 hours, local time, daily, excluding the portion within R-2514.

Moline, Ill.

Within a 5-mile radius of the Quad City Airport (latitude 41° 26' 55" N., longitude 90° 30' 30" W.), within 2 miles each side of the Quad City ILS localizer W course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Quad City ILS localizer E course, extending from the 5-mile radius zone to the INT of the Quad City ILS localizer E course and the Cordova, Ill., 199° radial.

Molokai, Hawaii

Within a 5-mile radius of the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.), and within 2 miles each side of the Molokai VORTAC 268° radial, extending from the 5-mile radius zone to 3½ miles west of the VORTAC, from 0700 to 1200 hours and from 1400 to 1800 hours local time daily.

Monroe, La.

That airspace within a 5-mile radius of Selman Field, Monroe, La. (latitude 32°30'30" N., longitude 92°02'20" W.).

Montague, Calif.

Within a 5-mile radius of Siskiyou County Airport (latitude 41°46'55" N., longitude 122°28'00" W.); within 2 miles each side of the Siskiyou TACAN 194° radial, extending from the 5-mile radius zone to 7 miles south of the TACAN; and within 2 miles each side of the Siskiyou TACAN 014° radial, extending from the 5-mile radius zone to 6.5 miles north of the TACAN, excluding the airspace within a 1-mile radius of Montague-Yreka Airport (latitude 41°43'50" N., longitude 122°32'45" W.).

AMENDMENTS 1/4/68 32 F. R. 15094 (Rewritten)

Monterey, Calif.

Within a 5-mile radius of the Monterey Peninsula Airport (latitude 36°35'20" N., longitude 121°51'00" W.), and within 2 miles each side of the 317° bearing from the Monterey ILS LMM, extending from the 5-mile radius zone to 7 miles NW of the LMM, excluding the portion within the Fort Ord, Calif., control zone.

Montgomery, Ala.

Within a 5-mile radius of Dannelly Field (latitude 32°18'00" N., longitude 86°23'36" W.); within a 5-mile radius of Maxwell AFB (latitude 32°22'48" N., longitude 86°21'55" W.); within 2 miles each side of the Dannelly Field ILS localizer W course extending from the Dannelly Field 5-mile radius zone to 1 mile E of the OM; within 2 miles each side of the Montgomery VORTAC 321° radial extending from the Dannelly Field 5-mile radius zone to 1 mile NW of the VORTAC; within 2 miles each side of the Montgomery VORTAC 321° radial extending from the Dannelly Field 5-mile radius zone to 6 miles NW of Dannelly Field; within 2 miles each side of the Maxwell AFB VOR 148° radial extending from the Maxwell AFB 5-mile radius zone to 7 miles NW of Maxwell AFB; within 2 miles each side of the Maxwell AFB TACAN 333° radial extending from the Maxwell AFB 5-mile radius zone to 6.5 miles NW of the TACAN; within 2 miles each side of the Montgomery VORTAC 345° radial extending from the Maxwell AFB 5-mile radius zone to 10 miles S of Maxwell AFB.

Montpelier, Vt.

Within a 5-mile radius of the center, 44°12'15" N., 72°33'45" W., of Barre-Montpelier Airport, Montpelier, Vt.; within 2 miles each side of the Montpelier VOR 160° radial extending from the 5-mile radius zone to 8 miles south of the VOR within 2 miles each side of the centerline of Runway 23 extended from the 5-mile radius zone to 8 miles southwest of the end of Runway 23.

Morgantown, W. Va.

Within a 5-mile radius of the center of Morgantown Airport, Morgantown, W. Va.; 39°38'28" N., 79°54'59" W. and within 2 miles each side of the Morgantown VOR 332° radial extending southerly from the 5-mile radius to the VOR; within 2 miles each side of the 168° bearing from the Morgantown RBN extending northerly from the 5-mile radius zone to the RBN; within 2 miles each side of the centerline of Runway 18 extended south for 8.5 miles from the end of the runway.

Morristown, N. J.

Within a 5-mile radius of Morristown Airport (latitude 40°47'50" N., longitude 74°25'05" W.) excluding that portion within a 1-mile radius of Hanover Airport, Hanover, N. J. (latitude 40°50'20" N., longitude 74°20'45" W.); and within 2 miles each side of the 204° bearing from the Chatham, N. J. RBN, extending from the 5-mile radius zone to 7 miles SW of the RBN. This control zone is effective from 0700 to 2300 hours, local time, daily.

Mountain Home, Idaho

Within a 5-mile radius of Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.); within 2 miles each side of the extended centerline of Runway 12, extending from the 5-mile radius zone to 7.5 miles SE of the SE end of Runway 12; within 2 miles each side of the extended centerline of Runway 30, extending from the 5-mile radius zone to 7.5 miles NW of the NW end of Runway 30; within 2 miles each side of the Mountain Home TACAN 129° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN, and within 2 miles each side of the Mountain Home TACAN 321° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Mountain View, Calif., (Moffett Field NAS)

Within a 5-mile radius of Moffett Field NAS (latitude 37°24'55" N., longitude 122°02'50" W.), within a 1-mile radius of San Mateo County Airport of Palo Alto, Calif. (latitude 37°27'40" N., longitude 122°06'50" W.), within 2.5 miles SW and 2 miles NE of the Moffett TACAN 157° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles each side of the San Jose VOR 325° radial, extending from the VOR to 8 miles NW of the VOR excluding the portion SE of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

Mt. Clemens, Mich.

Within a 5-mile radius of Selfridge AFB, Mt. Clemens, Mich.) (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 2 miles each side of the Selfridge AFB ILS localizer N and S courses, extending from the 5-mile radius zone to 8 miles N and 8 miles S of Selfridge AFB, and within 2 miles each side of the Selfridge AFB TACAN 353° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN.

Muncie, Ind.

Within a 5-mile radius of Delaware County Airport, Muncie, Ind. (latitude 40°14'26" N., longitude 85°23'43" W.); and within 2 miles each side of the Muncie VOR 125° and 320° radials extending from the 5-mile radius zone to 8 miles SE and NW of the VOR from 0700 to 2300 hours local time daily.

Muscle Shoals, Ala.

Within a 5-mile radius of Muscle Shoals Airport (latitude 34°44'41" N., longitude 87°36'39" W.).

Muskegon, Mich.

Within a 5-mile radius of Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); within 2 miles each side of the Muskegon ILS localizer northwest course, extending from the 5-mile radius zone to 11 miles northwest of the OM; and within 2 miles each side of the Muskegon VORTAC 271° radial extending from the 5-mile radius zone to the VORTAC.

Myrtle Beach, S. C.

Within a 5-mile radius of Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 2 miles each side of the Myrtle Beach VORTAC 054° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC; within 2 miles each side of the Myrtle Beach VORTAC 220° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC. This control zone is effective during specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Myrtle Beach AFB, S. C.

Within a 5-mile radius of Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.); within 2 miles each side of the Conway TACAN 160° and 355° radials, extending from the 5-mile radius zone to 8 miles S and 8 miles N of the TACAN; within 2 miles each side of the 167° bearing from the Conway RBN, extending from the 5-mile radius zone to the RBN.

AMENDMENTS 11/9/67 32 F. R. 13219 (Changed)

Nantucket, Mass.

Within a 4-mile radius of Nantucket Memorial Airport, Nantucket, Mass. (latitude 41°15'15" N., longitude 70°03'40" W.), and within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 4-mile radius zone to 8 miles NE of the VOR.

Napa, Calif.

Within a 3-mile radius of Napa County Airport (latitude 38°12'55" N., longitude 122°16'45" W.), from 0700 to 2300 hours, local time, daily.

Nashville, Tenn.
Within a 5-mile radius of the Nashville Metropolitan Airport (latitude 36°07'36" N., longitude 86°40'58" W.); within 2 miles each side of the Nashville ILS localizer south course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Nashville VORTAC 315° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Nashville ILS localizer north course, extending from the 5-mile radius zone to 8 miles north of the Nashville VORTAC 333° radial, excluding that airspace within a 1-mile radius of Cornelia Fort Airpark Airport (latitude 36°11'28" N., longitude 86°41'53" W.) that is west of a line 2 miles west of and parallel to the Nashville ILS north course Monday through Friday, except Federal legal holidays.

AMENDMENTS 9/26/67 32 F. R. 13915 (Rewritten)

Needles, Calif.
Within a 5-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" W.), and within 2 miles each side of the Needles VORTAC 272° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC.

Nenana, Alaska
Within a 5-mile radius of the Nenana Airport (latitude 64°32'50" N., longitude 149°04'35" W.); and within 2 miles each side of the Nenana RR SE course extending from the 5-mile radius zone to 8 miles SE of the RR.

Newark, N. J.
Within a 5-mile radius of Newark Airport (latitude 40°41'35" N., longitude 74°10'15" W.); within 2.5 miles W and 2 miles E of the Newark localizer SW course, extending from the 5-mile radius zone to 1.5 miles SW of the OM; within 2 miles each side of the Newark localizer NE course, extending from the 5-mile radius zone to the Teterboro Airport (latitude 40°51'05" N., longtiude 74°03'40" W.) 5-mile radius zone; and within 2 miles each side of the 254° bearing from the lift-off end of Runway 29, extending from the 5-mile radius zone to 5 miles SW of the runway.

New Bedford, Mass.
Within a 5-mile radius of the New Bedford Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.). This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established in advance by a NOtice to Airmen which thereafter will be continuously published in the Airman's Information Manual.

AMENDMENTS 2/10/67 31 F. R. 16407 (Changed); 11/9/67 32 F. R. 13635 (Changed)

New Bern, N. C.
Within a 5-mile radius of the Simmons-Nott Airport (latitude 35°04'20" N., longitude 77°02'35" W.); within 2 miles each side of the New Bern VOR 221° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

Newburgh, N. Y.
Within a 5-mile radius of the center, 41°30'34" N., 74°05'44" W. of Stewart AFB, Newburgh, N. Y., and within 2 miles south of the Stewart TACAN 253° radial clockwise to 2 miles N of the Stewart TACAN 283° radial extending from the 5-mile radius zone to 7 miles W of the TACAN and within 2 miles each side of the Stewart TACAN 088° radial extending from the 5-mile radius zone to 9 miles E of the TACAN.

New Haven, Conn.
Within a 4-mile radius of the center, 41°15'51" N., 72°53'11" W., of Tweed-New Haven Airport, New Haven, Conn.; within 2 miles each side of the centerline of Runway 1 extended from the 4-mile radius zone to 4 miles north of the end of the runway; and within 2 miles each side of the New Haven VOR 192° radial extending from the 4-mile radius zone to 7 miles south of the VOR. This control zone is effective from 0700 to 1700 hours, local time, daily and during specific dates and times established in advance by a Notice to Airmen.

New Orleans, La. (New Orleans Airport)
Within a 5-mile radius of New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.). excluding the portion W of longitude 90°04'03" W.

New Orleans, La. (New Orleans International Airport-Moisant Field).
Within a 5-mile radius of New Orleans International Airport (latitude 29°59'25" N., longitude 90°15'15" W.); within 2 miles each side of the New Orleans ILS localizer W course extending from the 5-mile radius zone to 2 miles E of the LOM; within 2 miles each side of the New Orleans VORTAC 085° radial extending from the VORTAC to 7 miles E; within 2 miles each side of the New Orleans VORTAC 243° and 063° radials extending from the 5-mile radius zone to 1 mile NE of the VORTAC, excluding that portion E of longitude 90°04'03" W.

New Orleans, La. (NAS New Orleans-Alvin Callender Field)

That airspace within a 5-mile radius of NAS New Orleans-Alvin Callender Field (latitude 29°49'40" N., longitude 90°01'25" W.); within 2 miles each side of the 241° bearing from the Navy New Orleans RBN, extending from the 5-mile radius zone to 12 miles SW of the RBN, within 2 miles each side of the 131° bearing from the Navy New Orleans RBN, extending from the 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles each side of the Harvey VOR 053° radial extending from the 5-mile radius zone to 6 miles NE of the VOR.

AMENDMENTS 9/1/67 32 F. R. 12556 (Changed)

Newport News, Va.

Within a 5-mile radius of Patrick Henry Airport, Newport News, Va., (latitude 37°07'47" N., longitude 76°29'46" W.), and within 2 miles each side of the Patrick Henry Airport ILS localizer SW course, extending from the 5-mile radius zone to 7 miles SW of the OM, excluding the portion within the Hampton Roads, Va., control zone.

New York, N. Y. (La Guardia Airport)

Within a 5-mile radius of La Guardia Airport (latitude 40°46'30" N., longitude 73°52'20" W.); and within 2 miles each side of the La Guardia VOR 034° radial, extending from the 5-mile radius zone to 5.5 miles NE of the VOR, excluding the portion within the John F. Kennedy International Airport control zone.

New York, N. Y. (John F. Kennedy International Airport)

Within a 5.5-mile radius of the John F. Kennedy International Airport (latitude 40°38'20" N., longitude 73°47'10" W.); within a 5-mile radius of NAS New York, N. Y. (latitude 40°35'40" N., longitude 73°53'30" W.); within 2 miles each side of the John F. Kennedy International Airport NE localizer course, extending from the 5.5-mile radius zone to the NE OM; within 2 miles each side of the Kennedy VORTAC 037° radial, extending from the 5.5-mile radius zone to 8 miles NE of the VORTAC; within 2 miles each side of the Kennedy VORTAC 129° radial, extending from the 5.5-mile radius zone to 6 miles SE of the VORTAC; within a 9-mile radius of the John F. Kennedy International Airport, extending clockwise from a line 2 miles E of and parallel to the Kennedy VORTAC 141° radial to a line 2 miles W of and parallel to the Kennedy VORTAC 242° radial; within 2 miles each side of the John F. Kennedy International Airport SW localizer course, extending from the 5.5-mile radius zone to 8 miles SW of the OM-RBN; within 2 miles each side of the Canarsie VOR 030° radial, extending from the VOR to 4.5 miles NE of the VOR; and within 2 miles each side of the 182° bearing from the Navy N. Y. RBN, extending from the NAS N. Y. 5-mile radius zone to 8 miles S of the RBN.

AMENDMENTS 6/22/67 32 F. R. 7250 (Changed)

Niagara Falls, N. Y.

Within a 5-mile radius of Niagara Falls International Airport (latitude 43°06'20" N., longitude 78°56'55" W.), and within 2 miles each side of Niagara Falls ILS localizer E course, extending from the 5-mile radius zone to the OM, excluding the portion outside the United States.

AMENDMENTS 11/9/67 32 F. R. 13915 (Changed)

Nome, Alaska

Within a 5-mile radius of Nome FAA Airport (latitude 64°31' N., longitude 165°27' W.); within 2 miles each side of the Nome RR E course, extending from the 5-mile radius zone to 10 miles E of the RR; within 2 miles each side of the Nome VOR 107° and 287° radials, extending from the 5-mile radius zone to 8 miles E of the VOR.

Norfolk, Nebr.

Within a 5-mile radius of the Karl Stefan Airport (latitude 41°59'10" N., longitude 97°26'00" W.), within 2 miles each side of the Norfolk VOR 147°, 195°, 318°, and 025° radials, extending from the 5-mile radius zone to 8 miles SE, S, NW, and NE of the VOR. This control zone shall be effective during specific times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Norfolk, Va. (Norfolk Municipal)

Within a 5-mile radius of Norfolk Municipal Airport (latitude 36°53'45" N., longitude 76°12' 15" W.), and within 2 miles each side of the Navy Norfolk RR E course, extending from the RR to 4.5 miles E of the RR, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va., (NAS Norfolk) control zone.

Norfolk, Va. (NAS Norfolk)

Within a 5-mile radius of NAS Norfolk (latitude 36°56'15" N., longitude 76°17'15" W.), and within 2 miles each side of the NAS Norfolk RR W course, extending from the 5-mile radius zone to 8 miles W of the RR, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va., (Norfolk Municipal), control zone.

North, S. C.
Within a 5-mile radius of North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.) and within 2 miles each side of the North AFAF TACAN 234° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/6/67 32 F. R. 2884 (Rewritten)

North Bend, Oreg.
Within a 5-mile radius of North Bend Municipal Airport (latitude 43°25'00" N., longitude 124°14'45" W); within 2 miles each side of the North Bend VORTAC 044° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 111° radial, extending from the 5-mile radius zone to 4.5 miles east of the VORTAC, and within 2 miles each side of a 330° bearing from the North Bend RBN extending from the 5-mile radius zone to 8 miles northwest of the airport.

AMENDMENTS 9/14/67 32 F. R. 10192 (Rewritten)

North Philadelphia, Pa.
Within a 5-mile radius of North Philadelphia Airport (latitude 40° 04' 45" N., longitude 75° 00' 35" W.); within 2 miles each side of the North Philadelphia VOR 234° radial, extending from the 5-mile radius zone to 6 miles SW of the VOR; within 2 miles each side of the 048° bearing from the North Philadelphia RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Willow Grove, Pa., control zone.

North Platte, Nebr.
Within a 5-mile radius of Lee Bird Field (latitude 41°07'35" N., longitude 100°41'50" W.); within 2 miles each side of the North Platte VOR 029° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 186° bearing from North Platte RBN, extending from the 5-mile radius zone to 8 miles south of the RBN; and within 2 miles each side of the 131° bearing from Lee Bird Field, extending from the 5-mile radius zone to 10 miles southeast of the airport.

AMENDMENT 9/14/67 32 F.R. 9808 (Rewritten)

Northway, Alaska
Within a 5-mile radius of Northway Airport (latitude 62° 57' N., longitude 141° 55' W.), and within 2 miles each side of Northway RR NW course, extending from the 5-mile radius zone to 8 miles NW of the RR.

Oakland, Calif.
Within a 5-mile radius of Metropolitan Oakland International Airport (latitude 37°43'15" N., longitude 122°13'20" W.) excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the NAS Alameda, Calif., control zone; within a 5-mile radius of Hayward Air Terminal, Hayward, Calif. (latitude 37°39'30" N., longitude 122°06'45" W.), excluding the portion within the Hayward control zone when it is effective.

Oceana. Va.
Within a 5-mile radius of NAS Oceana, Va., (latitude 36°49'30" N., longitude 76°01'50" W.), within 2 miles each side of the Navy Fentress VOR 033° radial, extending from the 5-mile radius zone to the VOR, within 2 miles each side of the 034° bearing from the Navy Fentress RBN, extending from the 5-mile radius zone to the RBN. within 2 miles each side of the NAS Oceana TACAN 225° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN, and within a 3-mile radius of ALF Fentress (latitude 36°41'45" N., longitude 76°08'05" W.), excluding the portion within R-6606.

Ogden, Utah (Hill AFB)
Within a 5-mile radius of Hill AFB (latitude 41°07'25" N., longitude 111°58'20" W.); within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), excluding the portion within the Ogden (Ogden Municipal Airport) control zone when it is effective.

Ogden, Utah (Ogden Municipal Airport)
Within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), excluding the portion S of a line extending from latitude 41°08'10" N., longitude 112°04'00" W., to latitude 41°11'00" N., longitude 111°55'00" W., from 0600 to 2200 hours, local time, daily.

Oklahoma City, Okla. (Tinker AFB)

That airspace within a 5-mile radius of Tinker AFB (latitude 35°24'50" N., longitude 97°23'35" W.); within 2 miles each side of the Tinker AFB VOR 357° radial extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the Tinker AFB TACAN 001° radial extending from the 5-mile radius zone to 9.5 miles north of the TACAN; within 2 miles each side of the Tinker AFB ILS south course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Tinker AFB VOR 187° radial extending from the 5-mile radius zone to 8 miles south of the VOR; and within 2 miles each side of the Tinker AFB TACAN 187° radial extending from the 5-mile radius zone to 6 miles south of the TACAN.

AMENDMENTS 11/9/67 32 F. R. 12912 (Rewritten)

Oklahoma City, Okla. (Wiley Post Airport)

Within a 5-mile radius of Wiley Post Airport (latitude 35°32'05" N., longitude 97° 38'40" W.), and within 2 miles each side of the Oklahoma City VORTAC 050° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion S of a line extending through latitude 35°26'33" N.. longitude 97°46'21" W., and latitude 35°28'00" N., longitude 97°36'05" W.

Oklahoma City, Okla. (Will Rogers World Airport)

Within a 5-mile radius of Will Rogers World Airport (latitude 35°23'45" N., longitude 97°36'30" W.), within 2 miles each side of the Oklahoma City ILS localizer N course, extending from the 5-mile radius zone to the Tulakes, Okla. RBN, within 2 miles SW and 3.5 miles NE of the Oklahoma City VORTAC 107° radial extending from the 5-mile radius zone to the VORTAC, within 2 miles each side of the Oklahoma City ILS localizer S course, extending from the 5-mile radius zone to the OM, excluding that portion which coincides with the Oklahoma City (Wiley Post Airport) control zone.

Olathe, Kans.

Within a 5-mile radius of NAS Olathe (latitude 38°50'00" N., longitude 94°53'30" W.), and within 2 miles each side of the 180° bearing from the Olathe RBN extending from the 5-mile radius zone to a point 12 miles S of the RBN.

Old Town, Maine.

Within a 3-mile radius of Old Town Municipal Airport (latitude 44° 57' 10" N., longitude 68° 40' 15" W.).

Olympia, Wash.

Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'15" N., longitude 122°54'00" W.); within 2 miles each side of the Olympia VORTAC 195° radial, extending from the 5-mile radius zone to 5.5 miles S of the VORTAC, and within 2 miles each side of the Olympia VORTAC 007° radial, extending from the 5-mile radius zone to 5.5 miles N of the VORTAC.

Omaha, Nebr. (Eppley Field)

Within a 5-mile radius of Eppley Field (latitude 41°18'00" N., longitude 95°53'35" W.); and within 2 miles each side of the Eppley Field ILS localizer NW course extending from the 5-mile radius zone to 8 miles NW of the OM; and within 2 miles each side of the Eppley Field ILS localizer SE course extending from the 5-mile radius zone to 7 miles SE of the airport; and within 2 miles each side of the Omaha VORTAC 318° radial extending from the 5-mile radius zone to a point 7 miles SE of the airport.

Omaha, Nebr. (Offutt AFB)

Within a 5-mile radius of Offutt AFB (latitude 41°07'20" N., longitude 95°54'35" W.); within 2 miles each side of the Offutt AFB TACAN 307° radial, extending from the 5-mile radius zone to 7 miles northwest of the TACAN; within 2 miles each side of the Offutt AFB VOR 310° radial, extending from the 5-mile radius zone to 1 mile northwest of the VOR; and within 2 miles each side of the Offutt AFB ILS localizer southeast course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 12/7/67 32 F. R. 14207 (Rewritten)

Ontario, Calif.

Within a 5-mile radius of Ontario International Airport (latitude 34°03'25" N., longitude 117°36'30" W.); within 2 miles each side of the Ontario ILS localizer E course, extending from the 5-mile radius zone to 3 miles E of the OM, excluding the portion within a 1-mile radius of Chino, Calif., Airport (latitude 33°58'30" N., longitude 117°38'10" W.).

Orlando, Fla. (Herndon Municipal Airport)

Within a 5-mile radius of Orlando (Herndon) Municipal Airport (latitude 28°32'40" N., longitude 81°19'55" W.), excluding that portion S of a line connecting the two points of intersection with a 5-mile radius circle centered on McCoy AFB (latitude 28°25'55" N., longitude 81°19'15" W.); within 2 miles each side of the Orlando VOR 125° radial extending from the 5-mile radius zone to 7 miles SE of the VOR; within 2 miles each side of the Orlando ILS localizer W course extending from the 5-mile radius zone to the Orlando LOM; within 2 miles each side of the Orlando VOR 317° radial extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Orlando ILS localizer E course extending from the 5-mile radius zone to 7 miles E of the localizer antenna.

Orlando, Fla. (McCoy AFB)

Within a 5-mile radius of McCoy AFB, Orlando, Fla. (latitude 28°25'55" N., longitude 81°19'15" W.); within 2 miles each side of the McCoy ILS localizer S course extending from the 5-mile radius zone to the McCoy LOM; and within 2 miles each side of the McCoy TACAN 184° radial extending from the 5-mile radius zone to 7 miles S of the TACAN; excluding that portion which coincides with the Orlando, Fla. (Herndon Municipal Airport) control zone.

Oscoda, Mich.

Within a 5-mile radius of Wurtsmith AFB (latitude 44°27'00" N., longitude 83°24'00" W.); within 2 miles each side of the Wurtsmith AFB VOR 240° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Wurtsmith AFB VOR 056° radial extending from the 5-mile radius zone to 12 miles NE of the VOR; within 2 miles each side of the Wurtsmith AFB TACAN 232° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN and within 2 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN.

Oshkosh, Wis.

Within a 5-mile radius on Winnebago County Airport (latitude 43°59'20" N., longitude 88°33'15" W.); within 2 miles each side of the Oshkosh VOR 175° radial, extending from the 5-mile radius zone to 7 miles S of the VOR; and within 2 miles each side of the Oshkosh ILS localizer W course, extending from the 5-mile radius zone to 5.5 miles W of the W of Runway 9. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 10/12/67 32 F. R. 11519 (Rewritten)

Ottumwa, Iowa

Within a 5-mile radius of Ottumwa Municipal Airport (Lat. 41°06'25" N, Long. 92°26'50" W) and within 2 miles either side of the Ottumwa VORTAC 309° radial extending from the 5-mile radius zone to the VORTAC.

Owensboro, Ky.

Within a 5-mile radius of the center of Owensboro-Daviess County Airport, Owensboro, Ky., 37°44'32" N., 87°09'57" W. and within 2 miles each side of the Owensboro VOR 184° radial extending southerly from the 5-mile radius zone for 8 miles from the VOR; within 2 miles each side of the Owensboro VOR 222° radial extending southwesterly from the 5-mile radius zone for 8 miles, from the VOR, said control zone effective 0600 to 2200 local time daily.

Oxnard, Calif. (Oxnard AFB)

Within a 5-mile radius of Oxnard AFB (latitude 34°12'50" N., longitude 119°05'15" W.); within a 5-mile radius of Ventura County Airport (latitude 34°12'02" N., longitude 119°12'10" W.), excluding the portion within the Oxnard, Calif. (Ventura County Airport), control zone when it is effective.

Oxnard, Calif. (Ventura County Airport)

Within a 5-mile radius of Ventura County Airport (latitude 34°12'02" N., longitude 119°12'10" W.), excluding the portion E of a line extending from latitude 34°15'35" N., longitude 119°09'15" W., to latitude 34°09'10" N., longitude 119°08'05" W. This control zone is effective from 0600 to 2200 hours, local time, daily.

Paducah, Ky.

Within a 4-mile radius of the center 37°03'40" N., 88°46'20" W. of Barkley Field, Paducah, Ky.; and within 2 miles each side of the Paducah VOR 225° and 045° radials extending from the 4-mile radius zone to 3 miles SW of the VOR.

Palacios, Tex.

That airspace within a 5-mile radius of Palacios Municipal Airport (latitude 28°43'35" N., longitude 96°15'15" W.) and within 2 miles each side of the 323° bearing from the Palacios DF station (latitude 28°43'22" N, longitude 96°15'07" W.) extending from the 5-mile radius zone to 8 miles northwest of the DF station.

AMENDMENTS 11/9/67 32 F. R. 13116 (Rewritten)

Palm Beach, Fla.

Within a 5-mile radius of Palm Beach International Airport (latitude 26°41'00" N., longitude 80°05'41" W.); within 2 miles each side of the Palm Beach VORTAC 275° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC; excluding that airspace within a 1.5-mile radius of the Palm Beach County Park (Lantana) Airport (latitude 26°35'33" N., longitude 80°05'13" W.).

Palmdale, Calif.

Within a 5-mile radius of AF Plant No. 42, Palmdale, Calif. (latitude 34°37'45" N., longitude 118°04'54" W.), within 2 miles each side of the Palmdale VORTAC 045° radial, extending from the 5-mile radius zone to 9 miles NE of the VORTAC, and within 2 miles each side of the Palmdale VORTAC 079° radial, extending from the 5-mile radius zone to 6.5 miles E of the VORTAC, from 0600 to 2200 hours, local time, daily.

Palm Springs, Calif.

Within a 5-mile radius of Palm Springs Airport (latitude 33°49'36" N., longitude 116°30'18" W.), and within 2 miles each side of the Palm Springs VOR 120° and 300° radials, extending from 3.5 miles SE to 3 miles NW of the VOR. This control zone will be effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 3/30/67 32 F. R. 487 (Added)

Panama City, Fla.

Within a 5-mile radius of Panama City-Bay County Airport (latitude 30°12'41" N., longitude 85°40'57" W.), and within 2 miles each side of the Panama City VOR 310° and 059° radials, extending from the 5-mile radius zone to 8 miles northwest and northeast of the VOR. The portion within the Tyndall AFB control zone is excluded. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 7/20/67 32 F. R. 7391 (Changed)

Paris, Tex.

That airspace within a 5-mile radius of Cox Field, Paris, Tex. (latitude 33°38'17" N., longitude 95°26'54" W.) and within 2 miles each side of the Paris, Tex., VOR 357° radial extending from the 5-mile radius zone to 1 mile N of the VOR, from 1000 to 1700 hours, local time, daily.

Parkersburg, W. Va.

Within a 4-mile radius of the center, 39°21'00" N., 81°26'15" W., of Wood County Airport, Parkersburg, W. Va.; and within 2 miles each side of the Parkersburg VOR 208° radial extending from the 4-mile radius zone to the VOR.

Pasco, Wash.

That airspace within a 5-mile radius of the Tri-Cities Airport (latitude 46°15'50" N., longitude 119°06'55" W.), within 2 miles each side of the Pasco VOR 036° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles SW and 2.5 miles NE of the Pasco VOR 132° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding that portion within a 1-mile radius of Vista Airport, Kennewick, Wash. (latitude 46°13'10" N., longitude 119°12'55'' W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 1/13/67 32 F. R. 267 (Changed)

Paso Robles, Calif.

Within a 5-mile radius of Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.).

Patuxent River, Md.

Within a 5-mile radius of NAS Patuxent River Airport (latitude 38°17'15" N., longitude 76°24'30" W.); within 2 miles each side of the Patuxent River VOR 043° radial extending from the 5-mile radius zone to 7 miles northeast of the VOR; within 2 miles each side of the Patuxent River VOR 234° radial extending from the 5-mile radius zone to 7.5 miles southwest of the VOR and within a $\frac{1}{2}$-mile radius of Park Hall, Md., Airport (latitude 38°13'30" N., longitude 76°26'30" W.).

AMENDMENTS 4/20/67 32 F. R. 6556 (Added)

PENDING AMENDMENT

Patuxent River, Md.

Within a 5-mile radius of the center, 38°17'15" N., 76°24'30" W., of NAS Patuxent River Airport, Patuxent River, Md.; within 2 miles each side of the Patuxent River VORTAC 043° radial, extending from the 5-mile radius zone to 7 miles northeast of the VORTAC; within 2 miles each side of the Patuxent River VORTAC 234° radial extending from the 5-mile radius zone to 7.5 miles southwest of the VORTAC; within 2 miles each side of the Patuxent River LF RBN 233° bearing extending from the 5-mile radius zone to 7 miles southwest of the RBN; within 2 miles each side of the Patuxent River VORTAC 139° radial, extending from the 5-mile radius zone to 12 miles southeast of the VORTAC; within 2 miles each side of the Patuxent River UHF RBN 139° bearing extending from the 5-mile radius zone to 12 miles southeast of the RBN; within a $\frac{1}{2}$-mile radius of the center, 38°13'30" N., 76°26'30" W., of Park Hall, Md., Airport; and within a $\frac{1}{2}$-mile radius of the center, 38°21'40" N., 76°24'15" W., of Chesapeake Ranch Airpark.

AMENDMENTS 2/1/68 32 F. R. 20704 (Rewritten)

Pellston, Mich.

Within a 5-mile radius of Pellston, Mich., Emmet County Airport (latitude 45°34'40" N., longitude 84°47'40" W.) within 2 miles each side of the Pellston VORTAC 240° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the 132° bearing from Emmet County Airport, extending from the 5-mile radius zone to 8 miles SE of the airport.

AMENDMENTS 5/25/67 32 F. R. 5251 (Rewritten)

Pendleton, Oreg.

Within a 5-mile radius of Pendleton Airport (latitude 45°41'50" N., longitude 118°50'20" W.), and within 2 miles each side of the Pendleton VORTAC 273° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC.

Pensacola, Fla. (Pensacola Municipal)

Within a 5-mile radius of the Pensacola Municipal Airport (latitude 30°28'30" N., longitude 87°11'20" W.); within a 4-mile radius of Navy Ellyson, Fla. (latitude 30°31'30" N., longitude 87°11'45" W.); within 2 miles each side of the 167° bearing from the Pensacola RBN, extending from the 5-mile radius zone to 8 miles S of the RBN; and within 2 miles each side of the 314° bearing from the Pensacola OM, extending from the 4-mile radius zone to 8 miles NW of the OM.

Pensacola, Fla. (NAAS Saufley Field)

Within a 5-mile radius of NAAS Saufley Field (latitude 30°28'15" N., longitude 87°20'30" W.); within 2 miles each side of the 219° bearing from the Navy Saufley RBN, extending from the 5-mile radius zone to 10 miles SW of the RBN; and within 2 miles each side of the Navy Saufley VOR 219° radial, extending from the 5-mile radius zone to 10 miles SW of the VOR, excluding the portions within the Pensacola (Pensacola Municipal) control zone and the NAS Pensacola (Forrest Sherman Field) control zone.

Pensacola, Fla. (NAS Pensacola - Forrest Sherman Field)

Within a 5-mile radius of NAS Pensacola (Forrest Sherman Field) (latitude 30°21'15" N., longitude 87°19'00" W.); within 2 miles each side of the 229° bearing from the Navy Pensacola RBN, extending from the 5-mile radius zone to 11.5 miles SW of the RBN; within 2 miles each side of the Navy Pensacola TACAN 239° radial, extending from the 5-mile radius zone to 7 miles SW of the TACAN; and within 2 miles each side of the Navy Pensacola TACAN 193° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN.

Peoria, Ill.

Within a 5-mile radius of the Greater Peoria Airport (latitude 40° 39' 45" N., longitude 89° 41' 35" W.); within 2 miles each side of the Peoria VORTAC 099° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Greater Peoria Airport ILS localizer SE course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the ILS localizer NW course extending from the 5-mile radius zone to 11 miles NW of the airport.

Peru, Ind.

Within a 5-mile radius of Bunker Hill AFB, Peru, Ind., (latitude 40°39'38" N., longitude 86°08'31" W.); within 2 miles each side of the Bunker Hill AFB VOR 042° and 231° radials extending from the 5-mile radius zone to 8 miles NE and SW of the VOR; within 2 miles each side of the Bunker Hill AFB TACAN 053° and 220° radials extending from the 5-mile radius zone to 8 miles NE and SW of the TACAN; within a 5-mile radius of Kokomo, Ind., Municipal Airport (latitude 40°31'43" N., longitude 86°03'33" W.); within 2 miles each side of the Kokomo VORTAC 040° and 131° radials extending from the 5-mile radius zone to 8 miles NE and SE of the VORTAC.

AMENDMENTS 2/2/67 31 F. R. 15635 (Rewritten)

Philadelphia, Pa.

Within a 5-mile radius of Philadelphia International Airport (Lat. 39°52'31" N, Long. 75°14'20" W), and within 2 miles either side of the Philadelphis ILS localizer W course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Philadelphia ILS localizer E course extending from the 5-mile radius zone to 5 miles east of the localizer.

Philipsburg, Pa.

Within a 5-mile radius of the center 40°53'05" N., 78°05'15" W. of Mid-State Airport, Philipsburg, Pa., within 2 miles each side of the Philipsburg VOR 247° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 162° bearing from the Philipsburg RBN extending from the 5-mile radius zone to the RBN and within 2 miles each side of the 333° bearing from the Philipsburg VHF/DF station extending from the 5-mile radius zone to 6 miles NW of the station.

Phoenix, Ariz. (Luke AFB)

Within a 5-mile radius of Luke AFB (latitude 33°32'05"N., longitude 112°22'55" W.); within 2 miles each side of the 178° bearing from the Luke RBN, extending from the 5-mile radius zone to 2 miles S of the RBN; and within 2 miles each side of the Luke TACAN 056° radial, extending from the 5-mile radius zone to 9 miles NE of the TACAN.

Phoenix, Ariz. (Sky Harbor Airport)

Within a 5-mile radius of Sky Harbor Airport (latitude 33°26'10" N., longitude 112°00'45" W.); and within 2 miles each side of the Phoenix VORTAC 090° and 270° radials, extending from the 5-mile radius zone to 2 miles E and 13 miles W of the VORTAC.

Pierre, S. Dak.

Within a 5-mile radius of Pierre Municipal Airport (latitude 44°22'50" N. longitude 100°17'15" W.); and within 2 miles each side of the Pierre VOR 266° radial, extending from the 5-mile radius zone to the VOR.

Pine Bluff, Ark.

That airspace within a 5-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.), and within 2 miles each side of the Pine Bluff VORTAC 185° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC.

AMENDMENTS 12/7/67 32 F. R. 13453 (Changed)

Pittsburgh, Pa. (Allegheny County)

Within a 5-mile radius of Allegheny County Airport (latitude 40°21'15" N., longitude 79°55'40" W.); within 2 miles each side of the 257° bearing from the Allegheny RBN, extending from the 5-mile radius zone to 6 miles W of the RBN, and within 2 miles each side of the Allegheny VORTAC 047° radial, extending from the 5-mile radius zone to the VORTAC.

Pittsburgh, Pa. (Greater Pittsburgh)

Within a 6-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within 2 miles each side of the Runway 10-L-ILS localizer W course, extending from the 6-mile radius zone to Creek, Pa., RBN, and within 2 miles S and 3 miles N of the Runway 28-L-ILS localizer E course, extending from the 6-mile radius zone to the OM.

AMENDMENTS 9/14/67 32 F. R. 11519 (Changed)

Plainview, Tex.

Within a 3-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34° 10' 10" N., longitude 101° 43' 00" W.) and within 2 miles each side of the Plainview VOR 034° radial, extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours local time, daily.

Plattsburgh, N. Y.

Within a 5-mile radius of the Plattsburgh AFB (Lat. 44°39'05" N, Long. 73°28'10" W); within a 5-mile radius of the Plattsburgh Municipal Airport (lat. 44°41'10" N, Long. 73°31'10" W); within 2 miles either side of the Valcour, New York TACAN 338° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to 12 miles N of the TACAN, and within 2 miles either side of the Plattsburgh VOR 213° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to the VOR.

Pocatello, Idaho

Within a 5-mile radius of Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.), and within 2 miles each side of the Pocatello VOR 252° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Point Barrow, Alaska

Within a 5-mile radius of the Point Barrow AFS Airport, Point Barrow, Alaska (latitude 71°20'18" N., longitude 156°38'00" W.); within an 8-mile radius of the Point Barrow RBN (PBA), extending clockwise from a line 2 miles northwest of and parallel to the 028° bearing from the RBN to a line 2 miles southeast of and parallel to the 041° bearing from the RBN; within a 5-mile radius of the Wiley Post-Will Rogers Memorial Airport, Barrow, Alaska (latitude 71°17'05" N., longitude 156°46'05" W.); within 2 miles each side of the 226° bearing from the Barrow, Alaska RBN (BRW), extending from the 5-mile radius zone to 8 miles southwest of the RBN; and within 2 miles each side of the 266° bearing from the Barrow RBN (BRW), extending from the 5-mile radius zone to 8 miles west of the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 11/9/67 32 F. R. 13117 (Added)

Ponca City, Okla.

Within a 5-mile radius of the Ponca City Municipal Airport (latitude 36° 43' 40" N., longitude 97° 05' 50" W.); within 2 miles each side of the 225° bearing from the Ponca City RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, and within 2 miles each side of the 359° bearing from the Ponca City RBN, extending from the 5-mile radius zone to 12 miles N of the RBN.

Ponce, P. R.
Within a 5-mile radius of the Mercedita Airport, Ponce, P. R., (latitude 18°00'40" N., longitude 66°33'50" W.); within 2 miles each side of the Ponce VOR 111° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication International Notams.

AMENDMENTS 12/7/67 32 F. R. 14153 (Added)

Pontiac, Mich.
Within a 5-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.), within 2 miles each side of the Pontiac VOR 116° and 271° radials, extending from the 5-mile radius zone to 8 miles west of the VOR, effective from 0700 to 2300 hours, local time, daily.

Port Angeles, Wash.
Within a 5-mile radius of CGAS Port Angeles (latitude 48°08'30" N., longitude 123°24'45" W.), within 2 miles each side of the Port Angeles VOR 093° radial, extending from the 5-mile radius zone to 8 miles E of the VOR, and within 2 miles each side of the 089° bearing from the Ediz Hook, Wash., RBN, extending from the 5-mile radius zone to 8 miles E of the RBN. This control zone is effective 0400 to 2200 hours, local time, daily.

Portland, Maine
Within a 5-mile radius of Portland Municipal Airport (latitude 43°38'50" N., longitude 70°18'30" W.); within 2 miles each side of the Portland ILS localizer W course, extending from the 5-mile radius zone to the OM, excluding that airspace within a 1-mile radius of Oak Knoll Airport, Scarboro, Maine (latitude 43°35'21" N., longitude 70°22'03" W.).

Portland, Oreg.
Within a 5-mile radius of Portland International Airport (latitude 45°35'20" N., longitude 122°35'35" W.); within 2 miles each side of the Portland VORTAC 180° radial, extending from the 5-mile radius zone to 5 miles S of the VORTAC; within 2 miles SW and 2.5 miles NE of the Portland Runway 10R ILS localizer NW course, extending from the 5-mile radius zone to 1 mile NW of the OM, and within 2 miles NE and 2.5 miles SW of the Portland Runway 28R ILS localizer SE course, extending from the 5-mile radius zone to 1 mile NW of the OM, excluding the portion within the Troutdale, Oreg., control zone.

Portsmouth, N. H.
Within a 5-mile radius of Pease AFB, Protsmouth, N. H. (latitude 43°04'40" N., longitude 70°49'25" W.); within 2 miles each side of the centerline of Runway 16 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the Pease AFB TACAN 142° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN; within 2 miles each side of the Pease AFB TACAN 332° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN.

Poughkeepsie, N. Y.
Within a 5-mile radius of the center, 41°37'40" N., 73°53'00" W. of Dutchess County Airport, Poughkeepsie, N. Y., and within 2 miles each side of the Kingston VOR 025° radial extending from the 5-mile radius zone to 6 miles NE of the VOR.

Prescott, Ariz.
Within a 5-mile radius of Prescott Municipal Airport (latitude 34°39'10" N., longitude 112°25'15" W.).

Presque Isle, Maine
Within a 5-mile radius of the center, 46°41'30" N., 68°02'30" W., of Presque Isle Airport, Presque Isle, Maine; within 2 miles each side of the Presque Isle VOR 159° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the Spragueville RBN 169° bearing extending from the 5-mile radius zone to 7 miles south of the RBN. This control zone is effective from 0800 to 2000 hours local time, Sunday through Friday; 0800 to 1730 hours, local time Saturday; and during specific times established in the Notices to Airmen.

AMENDMENTS 8/23/67 32 F. R. 12111 (Changed)

Providence, R. I.
Within a 5-mile radius of Theodore Francis Green Airport, Providence, R. I., (Lat. 41°43'30" N. Long. 71°25'48" W), and within 2 miles either side of the Providence ILS localizer SW course extending from the 5-mile radius zone to the OM.

Pueblo, Colo.

Within a 5-mile radius of Pueblo Memorial Airport (latitude 38°17'30" N., longitude 104°30'00" W.); within 2 miles each side of the Pueblo VORTAC 080° radial, extending from the 5-mile radius zone to 8 miles E of the VORTAC; within 2 miles each side of the Pueblo ILS localizer E course, extending from the 5-mile radius zone to 11 miles E of the localizer and within 2 miles each side of the Pueblo ILS localizer W course, extending from the 5-mile radius zone to 1 mile E of the ILS-LOM.

Pullman, Wash.

Within a 5-mile radius of Pullman-Moscow Regional Airport (latitude 46°44'40" N., longitude 117°06'30" W.) and within 2 miles each side of the Pullman VOR 049° radial, extending from the 5-mile zone to the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 3/30/67 32 F. R. 2368 (Rewritten)

Quantico, Va.

Within a 5-mile radius of the center (38°30'10" N., 77°18'20" W.), of MCAS Quantico, Va., and within 2 miles each side of the Brooke, Va., VOR 013° radial extending from the 5-mile radius zone to 2 miles north of the VOR.

AMENDMENTS 4/27/67 32 F. R. 3765 (Rewritten)

Quincy, Ill.

Within a 5-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), and within 2 miles each side of the Quincy VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC.

PENDING AMENDMENT

Quincy, Ill.

That airspace within a 5-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), within 2 miles each side of the Quincy VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Quincy VORTAC 035° radial extending from the 5-mile radius zone to 12 miles northeast of the airport.

AMENDMENTS 2/1/68 32 F. R. 16483 (Rewritten)

Quonset Point, R. I.

Within a 5-mile radius of NAS Quonset Point (latitude 41°35'55" N., longitude 71°24'50 W.), within 2 miles each side of the NAS Quonset Point TACAN 151° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN, within 2 miles each side of the NAS Quonset Point VOR 141° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, within 2 miles each side of the 145° bearing from the NAS Quonset Point RBN, extending from the 5-mile radius zone to 9 miles SE of the RBN, and within a 1-mile radius of Newport Airpark, Newport, R. I. (latitude 41°31'50" N., longitude 71°17'00" W.), excluding that portion within the Providence, R. I., control zone.

Raleigh, N.C.

Within a 5-mile radius of the Raleigh-Durham Airport (latitude 35°52'15" N., longitude 78°47'10" W.); within 2 miles each side of the Raleigh-Durham ILS localizer SW course, extending from the 5-mile radius zone to 1 mile NE of the LOM; within 2 miles each side of the Raleigh-Durham VORTAC 231° radial, extending from the 5-mile radius zone to 7 miles SW of the VORTAC; within 2 miles each side of the Raleigh-Durham VORTAC 034° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC.

Rantoul, Ill.

Within a 5-mile radius of Chanute AFB, Rantoul, Ill. (latitude 40°17'40" N., longitude 88°08'20" W), and within 2 miles each side of the Chanute VOR 270° radial, extending from the 5-mile radius zone to the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 3/30/67 32 F. R. 4405 (Rewritten)

Rapid City, S. Dak. (Ellsworth AFB)

Within a 5-mile radius of Ellsworth AFB, Rapid City, S. Dak. (latitude 44°08'42" N., longitude 103°06'11" W.); and within 2 miles each side of the Ellsworth AFB TACAN 322° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN excluding the portion within the Rapid City, S. Dak. (Municipal Airport), control zone.

Rapid City, S. Dak. (Municipal Airport)

Within a 5-mile radius of the Rapid City, S. Dak., Municipal Airport (latitude 44°02'32" N., longitude 103°03'21" W.); and within 2 miles each side of the Ellsworth AFB VOR 316° radial, extending from a 5-mile radius circle centered on Ellsworth AFB (latitude 44°08'42" N., longitude 103°06'11" W.) to the VOR; and within 2 miles each side of the Rapid City VORTAC 155° radial extending from the 5-mile radius zone to 8 miles southeast of the VORTAC, excluding the portion north of a line between the INT's of the 5-mile radius zone and the 5-mile radius zone of the Rapid City (Ellsworth AFB) control zone.

Rawlins, Wyo.

Within a 5-mile radius of Rawlins Municipal Airport (latitude 41° 48' 15" N., longitude 107° 12' 05" W.).

Reading, Pa.

Within a 5-mile radius of the center, 40°22'39" N., 75°57'57" W. of General Spaatz Field, Reading, Pa., and within 2 miles each side of the airport ILS localizer S course extending from the 5-mile radius zone to 8 miles S of the OM and within 2 miles each side of the Reading VHF/DF (40°22'42" N., 75°57'30" W.) 201° bearing extending from the 5-mile radius zone to 8 miles S of the VHF/DF site.

Red Bluff, Calif.

Within a 5-mile radius of Bidwell Airport, Red Bluff, Calif. (latitude 40°09'15" N., longitude 122°14'50" W.), and within 2 miles each side of the Red Bluff VORTAC 167° radial, extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Redding, Calif.

Within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius zone to 8 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.). This control zone is effective from 0600 to 2100 hours, Monday through Saturday and from 1100 to 2100 hours, Sunday.

Redmond, Oreg.

Within a 5-mile radius of Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.).

Redwood Falls, Minn.

Within a 3-mile radius of Redwood Falls Municipal Airport (latitude 44° 32' 45" N., longitude 95° 04' 50" W.) and within 2 miles each side of the Redwood Falls VOR 023° radial, extending from the 3-mile radius zone to the VOR.

Reno, Nev. (Reno Municipal Airport)

Within a 5-mile radius of the Reno Municipal Airport (latitude 39°30'02" N., longitude 119°46'07" W.), and within 2 miles each side of the Reno ILS localizer N course, extending from the 5-mile radius zone to the Sparks, Nev., RBN, and within 2 miles each side of the Reno localizer S course, extending from the 5-mile radius zone to 11 miles S of the airport.

Renton, Wash.

That airsapce bounded by a line beginning at latitude 47°32'10" N., longitude 122°12'40" W., thence clockwise along an arc of a 3-mile radius circle centered on the Renton Municipal Airport (latitude 47°29'35" N., longitude 122°12'50" W.) to latitude 47°27'00" N., longitude 122°11'50" W., thence to latittude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°31'27" N., longitude 122°13'33" W., thence to point of beginning. The control zone is effective from 0700 to 2300 hours local time, daily.

Rhinelander, Wis.

Within a 5-mile radius of Oneida County Airport, Rhinelander, Wis. (latitude 45°37'50" N., longitude 89°27'40" W.); within 2 miles each side of the Rhinelander VOR 229° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles each side of the Rhinelander VOR 322° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR. This control zone shall be effective during the specific dates and/or, times established in advance by a Notice of Airmen and continuously published in the Airman's Information Manual.

Richmond, Va.

Within a 5-mile radius of Byrd Field (latitude 37°30'20" N., longitude 77°19'10" W.); within 2 miles each side of the Richmond VOR 134° radial, extending from the 5-mile radius zone to 6 miles SE of the VOR; within 2 miles each side of the Richmond VOR 359° radial, extending from the 5-mile radius zone to 6 miles N of the VOR; and within 2 miles each side of the 212° bearing from the Richmond RBN, extending from the 5-mile radius zone to 6 miles SW of the RBN; within 2 miles each side of the Richmond VOR 341° radial, extending from the 5-mile radius zone to 7 miles north of the VOR.

AMENDMENTS 4/27/67 32 F. R. 3764 (Changed)

Riverside, Calif. (March AFB).

Within a 5-mile radius of March AFB (latitude 33°52'50" N., longitude 117°15'30" W.); within 2 miles each side of the March AFB VOR 329° and 149° radials, extending from the 5-mile radius zone to 1 mile SE of the VOR, and within 2 miles each side of the March AFB TACAN 325° radial, extending from the 5-mile radius zone to 5 miles NW of the TACAN.

Riverside, Calif. (Municipal Airport)

Within a 3-mile radius of the Riverside Municipal Airport (latitude 33°57'05" N., longitude 117°26'30" W.), within 2 miles each side of the Riverside VOR 292° radial, extending from the 3-mile radius zone to 4.5 miles W of the VOR; within 2 miles each side of the Riverside VOR 103° radial, extending from the 3-mile radius zone to 7 miles E of the VOR; and within 2 miles each side of the Riverside VOR 108° radial, extending from the 3-mile radius zone to 5 miles E of theVOR, excluding the portion within a 1-mile radius of the Riverside Fla-Bob Airport (latitude 33°59'20" N., longitude 117°24'35" W.), and the portion that coincides with the Riverside, Calif. (March AFB), control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

Riverton, Wyo.

Within a 5-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.), within 2 miles each side of the Riverton VOR 291° radial, extending from the 5-mile radius zone to 8 miles west of the VOR, and within 2 miles each side of the Riverton VOR 119° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR, from 0500 to 2100 hours, local time, daily.

Roanoke, Va.

Within a 5-mile radius of the center 37°19'30" N., 79°58'35" W., of Roanoke Municipal (Woodrum) Airport, Roanoke, Va.; within 2 miles each side of the Woodrum VOR 122° radial extending SE from the 5-mile radius zone for 3 miles; within 2 miles each side of the Woodrum VOR 166° radial extending S from the 5-mile radius zone for 2 miles; within 2 miles each side of the Woodrum VOR 246° radial extending SW from the 5-mile radius zone to 2 miles.

Rochester, Minn.

Within a 5-mile radius of Rochester Municipal Airport (latitude 43°54'38" N., longitude 92°29'46" W.) and within 2 miles each side of the Rochester VOR 029° radial, extending from the 5-mile radius zone to 15 miles NE of the VOR; and within 2 miles each side of the Rochester ILS localizer SE course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Rochester VOR 030° radial, extending from the 5-mile radius zone to the VOR.

Rochester, N. Y.

Within a 5-mile radius of the center, 43°07'10" N., 77°40'15" W., of the Rochester Monroe County Airport, Rochester, N. Y.; within 2 miles each side of the Rochester VOR 168° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR; within 2 miles each side of the Rochester VOR 280° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; within 2 miles each side of the Rochester VOR 026° radial extending from the 5-mile radius zone to 7 miles northeast of the VOR; within 2 miles each side of the Rochester VOR 214° radial extending from the 5-mile radius zone to 7 miles southwest of the VOR and within 2 miles each side of the Rochester ILS localizer east course extending from the 5-mile radius zone to the OM.

Rockford, Ill.

Within a 5-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 2 miles each side of the Rockford ILS localizer S course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Rockford VORTAC 117° radial, extending from the 5-mile radius zone to the VORTAC.

Rock Springs, Wyo.

Within a 5-mile radius of Rock Springs Municipal Airport (latitude 41° 35' 45" N., longitude 109° 04' 00" W.); within 2 miles each side of the Rock Springs ILS localizer E course, extending from the 5-mile radius zone to 6 miles E of the OM, and within 2 miles each side of the Rock Springs VORTAC 097° radial, extending from the 5-mile radius zone to 4 miles E of the VORTAC.

Rocky Mount, N. C.

Within a 5-mile radius of the Rocky Mount Municipal Airport (latitude 35°58'00" N., longitude 77°47'30" W.).

Rome, N. Y.

Within a 5-mile radius of the center, 43°14'10" N., 75°24'25" W. of Griffiss AFB, Rome, N. Y., and within 2 miles each side of bearing 135°/315° from the Rome, N. Y., RBN extending from the 5-mile radius to 6 miles SE of the RBN; within 2 miles each side of the Griffiss TACAN 305° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of a bearing 142° from the Rome, N. Y., ILS OM, extending from the OM to 4 miles SE of the OM.

Roosevelt Roads, Puerto Rico

Within a 5-mile radius of NAS Roosevelt Roads (Lat. 18°15'05" N, Long. 65°38'35" W).

Roswell, N. Mex.

That airspace bounded by a line beginning at latitude 33°20'15" N., longitude 104°37'15" W.; thence to latitude 33°21'30" N., longitude 104°39'00" W.; to latitude 33°22'45" N., longitude 104°37'50" W.; thence clockwise along the arc of a 5-mile radius circle centered at latitude 33°24'20" N., longitude 104°32'55" W., to latitude 33°26'25" N., longitude 104°28'20" W.; thence to latitude 33°27'05" N., longitude 104°22'55" W.; to latitude 33°25'05" N., longitude 104°22'19" W.; to latitude 33°24'00" N., longitude 104°21'00" W.; to latitude 33°19'40" N., longitude 104°26'30" W.; thence clockwise along the arc of a 5-mile radius circle centered at latitude 33°18'05" N., longitude 104°31'20" W., to latitude 33°14'00" N., longitude 104°30'45" W.; thence to latitude 33°13'20" N., longitude 104°30'45" W.; to latitude 33°13'20" N., longitude 104°34'45" W.; to latitude 33°13'35" N., longitude 104°34'45" W.; to latitude 33°12'55" N., longitude 104°35'50" W.; to latitude 33°15'15" N., longitude 104°38'35" W.; to latitude 33°16'55" N., longitude 104°36'35" W.; thence clockwise along the arc of a 5-mile radius circle centered at latitude 33°18'05" N., longitude 104°31'20" W., to latitude 33°18'20" N., longitude 104°36'50" W.; thence to latitude 33°19'00" N., longitude 104°38'20" W.; to point of beginning.

AMENDMENTS 1/11/67 32 F. R. 608 (Rewritten); 7/20/67 32 F. R. 7818 (Rewritten)

Russell, Kans.

Within a 3-mile radius of Russell Municipal Airport (latitude 38°52'25" N., longitude 98°48'45" W.), and within 2 miles each side of the Russell VOR 007° radial, extending from the 3-mile radius zone to 8 miles N of the VOR.

Sacramento, Calif. (Sacramento Metropolitan Airport)

That airspace within a 5-mile radius of the Sacramento Metropolitan Airport (latitude 38°41'43" N., longitude 121°36'01" W.), and within 2 miles each side of the Sacramento Metropolitan Airport localizer (latitude 38°40'32" N., longitude 121°36'02" W.) N and S courses, extending from the 5-mile radius zone to 6 miles north and south of the airport; and including that airspace adjoining the McClellan AFB and Sacramento Municipal Airport control zones between latitude 38°41'43" N. and the Sacramento VORTAC 351° T radial.

AMENDMENTS 10/12/67 32 F. R. 11632 (Added); 11/17/67 32 F. R. 15809 (Changed)

Sacramento, Calif. (Sacramento Municipal)

Within a 5-mile radius of Sacramento Municipal Airport (latitude 38°30'45" N., longitude 121°29'35" W.), within 2 miles each side of the Sacramento VORTAC 033° radial, extending from the 5-mile radius zone SW to the VORTAC and that airspace NE of the Sacramento Municipal Airport, extending from the Sacramento Municipal 5-mile radius zone to the McClellan AFB and Mather AFB 5-mile radius zones, bounded on the SE by the Sacramento 064° radial and on the NW by a line 2 miles NW of and parallel to the Sacramento 033° radial.

Sacramento, Calif. (Mather AFB)

Within a 5-mile radius of Mather AFB (latitude 38°33'10" N., longitude 121°18'05" W.), within 2 miles each side of the Mather TACAN 048° radial, extending from the 5-mile radius zone to 7 miles NE of the TACAN, and within 2 miles NW and 2.5 miles SE of the 055° bearing from the Mather LOM, extending from the 5-mile radius zone to 5.5 miles NE of the LOM, excluding the portion subtended by a chord drawn between the points of intersection of the Mather AFB 5-mile radius zone with the Sacramento, Calif. (McClellan AFB), 5-mile radius zone.

Sacramento, Calif. (McClellan AFB)

Within a 5-mile radius of McClellan AFB (latitude 38°39'45" N., longitude 121°24'10" W.), within 2 miles E and 2.5 miles W of the McClellan TACAN 004° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN, excluding the portion subtended by a chord drawn between the points of intersection of the McClellan AFB 5-mile radius zone with the Sacramento, Calif. (Mather AFB), 5-mile radius zone.

Saginaw, Mich.

That airspace within a 5-mile radius of Tri-City Airport (latitude 43°31'55" N., longitude 84°04'50" W.) within 2 miles each side of the Saginaw, Mich. VORTAC 030°, 156°, 233°, and 310° radials extending from the 5-mile radius zone to 8 miles northeast, southeast, southwest, and northwest of the VORTAC, and within 2 miles northwest and 3 miles southeast of the Saginaw ILS localizer southwest course extending from the 5-mile radius zone to the OM.

AMENDMENTS 10/12/67 32 F. R. 12789 (Rewritten)

St. Charles, Ill.

Within a 3-mile radius of DuPage County Airport, St. Charles, Ill., (Lat. 41°54'45" N, Long. 88°14' 35" W), and within 2 miles either side of the DuPage VOR 069° radial extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours, local time, daily.

St. Joseph, Mo.
Within a 5-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); within 2 miles each side of the St. Joseph ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the St. Joseph VORTAC 175° radial, extending from the 5-mile radius zone to the VORTAC.

St. Louis, Mo.
Within a 5-mile radius of the Lambert-St. Louis Municipal Airport (latitude 38° 44' 50" N., longitude 90° 21' 55" W.), within 2 miles SE and 3 miles NW of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer SW course extending from the 5-mile radius zone to 12 miles SW of the Lake RBN, within 2 miles each side of the St. Louis VORTAC 142° radial, extending from the 5-mile radius zone to 7 miles NW of the NW end of the Lambert-St. Louis Municipal Airport Runway 12R, within 2 miles each side of the St. Louis Municipal Airport Runway 12R ILS localizer NW course extending from the 5-mile radius zone to the Runway 12R OM and within 2 miles each side of the St. Louis Municipal Airport Runway 12R ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the Runway 12R localizer, excluding that area which overlies the Chesterfield (Spirit of St. Louis) control zone during the hours it is in effect.

AMENDMENTS Corr: 32 F. R. 787;

St. Paul, Minn.
Within a 5-mile radius of St. Paul Downtown Airport (Holman Field) (latitude 44°56'10" N., longitude 93°03'40" W.), and within 2 miles each side of the St. Paul VOR 295° radial, extending from the 5-mile radius zone to the VOR, excluding the portion which overlies the Minneapolis, Minn., control zone and excluding the area within a 1-mile radius of Fleming Field (latitude 44°51'25" N., longitude 93°01'55" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 10/12/67 32 F. R. 11519 (Rewritten)

St. Petersburg, Fla. (Albert-Whitted)
Within a 3-mile radius of the Albert-Whitted Airport (latitude 27°45'51" N., longitude 82°37'46" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

St. Petersburg, Fla.
Within a 5-mile radius of the St. Petersburg-Clearwater International Airport (latitude 27°54'40" N., longitude 82°41'10" W.); within 2 miles each side of the St. Petersburg VORTAC 343° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC; and within 2 miles each side of the St. Petersburg ILS localizer NW course extending from the 5-mile radius zone to the LOM

Salem, Oreg.
Within a 5-mile radius of McNary Field, Salem, Oreg. (latitude 44°54'35" N., longitude 123°00'05" W.) and within 2 miles each side of the Salem ILS localizer SE course, extending from the 5-mile radius zone to the LOM.

Salina, Kans.
Within a 5-mile radius of Salina Municipal Airport, latitude 38°47'30" N., longitude 97°38'45" W. (formerly Schilling AFB); within 2 miles each side of the 191° radial of the Salina, Kans., VORTAC, extending from the 5-mile radius to the VORTAC, and within 2 miles each side of the Salina ILS localizer S course extending from the 5-mile radius to the LOM.

Salinas, Calif.
Within a 5-mile radius of the Salinas Municipal Airport (latitude 36°39'40" N., longitude 121°36'20" W.), and within 2 miles NE and 3 miles SW of the Salinas VORTAC 319° radial, extending from the 5-mile radius zone to 6 miles NW of the VORTAC, excluding the portion within the Fort Ord, Calif., control zone.

Salisbury, Md.
Within a 5-mile radius of the center, 38°20'25" N., 75°30'40" W. of Salisbury-Wicomico Airport, Salisbury, Md., and within 2 miles each side of the Salisbury VOR 207° radial extending from the 5-mile radius zone to 6 miles SW of the VOR; within 2 miles each side of the Salisbury VOR 050° radial extending from the 5-mile radius zone to 6 miles NE of the VOR; within 2 miles each side of the Salisbury VOR 134° radial extending from the 5-mile radius zone to 6 miles SE of the VOR.

Salt Lake City, Utah
Within a 5-mile radius of Salt Lake City Municipal Airport No. 1 (latitude 40°47'10" N., longitude 111°58'05" W.); within 2 miles each side of the Salt Lake City VORTAC 346° radial, extending from the 5-mile radius zone to 13 miles N of the VORTAC and within 2 miles each side of the Salt Lake City ILS localizer N course, extending from the 5-mile radius zone to 5 miles N of the localizer.

San Angelo, Tex.

Within a 5-mile radius of Mathis Field, San Angelo, Tex., (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo VOR 065° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the San Angelo ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the San Angelo VOR 311° radial; and within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 5-mile radius zone to 6.5 miles SW of the airport.

San Antonio, Tex. (International Airport)

That airspace within a 5-mile radius of San Antonio International Airport (latitude 29°31'50" N., longitude 98°28'12" W.); within 2 miles each side of the San Antonio VORTAC 184° radial extending from the 5-mile radius zone to 1 mile S of the VORTAC, within 2 miles each side of the San Antonio ILS localizer NW course extending from the 5-mile radius zone to 1 mile SE of the OM, and within 2 miles each side of the San Antonio ILS localizer NE course extending from the 5-mile radius zone to 6 miles NE of the airport.

San Antonio, Tex. (Kelly AFB)

That airspace within a 5-mile radius of Kelly AFB (latitude 29°22'57" N., longitude 98°34'25" W.); within 2 miles each side of the Kelly AFB ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM, and within 2 miles each side of the Kelly AFB TACAN 341° radial extending from the 5-mile radius zone to the TACAN.

San Antonio, Tex. (Randolph AFB)

That airspace within a 5-mile radius of Randolph AFB (latitude 29°32'09" N., longitude 98°16'57" W.); within 2 miles each side of the La Vernia, Tex., VOR 329° and 338° radials extending from the 5-mile radius zone to 1 mile NW of the VOR, and within 2 miles each side of the Randolph AFB TACAN 156° radial extending from the TACAN to 7.5 miles SE.

San Antonio, Tex. (Stinson Field)

Within a 3-mile radius of Stinson Field (latitude 29° 20' 15" N., longitude 98° 28' 20" W.), and within 2 miles each side of the Stinson VOR 346° radial, extending from the 3-mile radius zone to the VOR, excluding the portion within the Kelly AFB control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

San Bernardino, Calif. (Norton AFB)

Within a 5-mile radius of the Norton AFB (latitude 34°05'45" N., longitude 117°14'05" W.), and within 2 miles N and 2.5 miles S of the ILS localizer SW course extending from the 5-mile radius zone to 2 miles NE of the OM, excluding the portion within a 1-mile radius of the Redland, Calif., Municipal Airport (latitude 34°05'05" N., longitude 117°08'35" W.).

San Diego, Calif. (Lindbergh Field)

Within a 5-mile radius of Lindbergh Field, San Diego, Calif. (latitude 32° 43' 58" N., longitude 117° 11' 14" W.); and within 2 miles each side of the Lindbergh ILS localizer E course, extending from the 5-mile radius zone to 7 miles east of the airport, excluding the portion S of a line extending from latitude 32°43'22" N., longitude 117°16'20" W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32° 41' 02" N., longitude 117° 07' 25" W.; and the portion N of latitude 32° 47' 00" N.

AMENDMENTS 2/2/67 31 F. R. 15569 (Changed)

San Diego, Calif. (Montgomery Field)

Within a 3-mile radius of Montgomery Field (latitude 32°49'00" N., longitude 117°08'20" W.), excluding those portions within the NAS Miramar and San Diego (Lindbergh Field) control zones. This control zone is effective from 0700 to 2300 hours, local time daily.

San Diego, Calif. (NAS North Island)

Within a 5-mile radius of NAS North Island (latitude 32° 42' 00" N., longitude 117° 12' 35" W.); within the arc of a 10-mile radius circle centered on the North Island TACAN, extending clockwise from a line 2 miles N of and parallel to the TACAN 120° radial to the 162° radial, excluding the portion N of a line from latitude 32° 43' 22" N., longitude 117° 17' 20" W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32° 41' 02" N., longitude 117° 07' 25" W., and the portion within the NAS Ream Field, Calif., control zone.

San Diego, Calif. (San Diego County - Gillespie Field)

Within a 3-mile radius of the San Diego County-Gillespie Field (Lat. 32°49'26" N, Long. 116°58'18" W). from 0700 to 2300 hours local time, daily.

Sanford, Fla. (NAS Sanford)

Within a 5-mile radius of NAS Sanford (latitude 28°46'30" N., longitude 81°14'20" W.); within 2 miles each side of the NAS Sanford TACAN 085° radial extending from the 5-mile radius zone to 7 miles E of the TACAN; within 2 miles each side of the 271° bearing from the NAS Sanford RBN (LF and UHF) extending from the 5-mile radius zone to 12 miles W of the RBN; and within 2 miles each side of the extended centerline of Runway 36 extending from the 5-mile radius zone to 4.5 miles south of Runway 36.

San Francisco, Calif.

Within a 7-mile radius of the San Francisco International Airport (Lat. 37°37'07" N, Long. 122°22' 35" W, including the airspace bounded on the SW by the San Francisco 7-mile radius zone and on the N and NE by the Oakland and NAS Alameda control zones, excluding the portion within the Oakland control zone.

San Jose, Calif.

Within a 5-mile radius of San Jose Municipal Airport (latitude 37°21'35" N., longitude 121°55'30" W.), excluding the portion NW of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

San Jose, Calif. (Reid-Hillview Airport)

That airspace within a 3-mile radius of the Reid-Hillview Airport (latitude 37°19'55" N., longitude 121° 49'10" W.), excluding that portion within the San Jose control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 10/12/67 32 F. R. 8657 (Added)

San Juan, P. R. (International Airport)

Within a 5-mile radius of the Puerto Rico International Airport (Lat. 18°26'40" N, Long. 66°00'20" W); within a 3-mile radius of the San Juan Air Terminal (Isla Grande) (Lat. 18°27'30" N, Long. 66°05'50" W); within 2 miles either side of the 067° and 281° bearings from the San Pat, P. R., RBN extending from the 5-mile radius zone to 12 miles W of the RBN, and within 2 miles either side of the San Juan VOR 058° and 087° radials extending from the 5-mile radius zone to 12 miles NE and E of the VOR.

San Rafael, Calif.

Within a 5-mile radius of Hamilton AFB, San Rafael, Calif. (latitude 38°03'35" N., longitude 122°30'35" W.), within 2 miles SW and 2.5 miles NE of the Hamilton AFB TACAN 140° radial, extending from the 5-mile radius area to 9 miles SE of the TACAN, and within 2 miles each side of the Hamilton AFB TACAN 305° radial extending from the 5-mile radius zone to 12 miles NW of the TACAN.

AMENDMENTS 2/2/67 31 F. R. 15569 (Changed)

Santa Ana, Calif. (MCAF Santa Ana)

Within a 3-mile radius of MCAF Santa Ana (latitude 33°42'22" N., longitude 117°49'35" W.), and within a 5-mile radius of Orange County Airport, Santa Ana, Calif. (latitude 33°40'10" N., longitude 117°52'15" W.), excluding the portion SE of a line from latitude 33°43'55" N., longitude 117°47'00" W. to latitude 33°41'15" N., longitude 117°48'10" W., the portion S of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°42'30" N., longitude 117°56'40" W., and the portion within a 1-mile radius of Mile Square MCOLF, Calif. (latitude 33°43'23" N., longitude 117°56'46" W.). This control zone will be effective from 0600 to 2400 hours, local time, daily.

Santa Ana, Calif. (Orange County Airport)

Within a 5-mile radius of Orange County Airport (latitude 33°40'10" N., longitude 117°52'15" W.), excluding the portion SE of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°36'10" N., longitude 117°50'20" W., and the portion N of a line extending from latitude 33°41'15" N., longitude 117°48'10" N., to latitude 33°42'30" N., longitude 117°56'40" W. This control zone is effective from 0600 to 2300 hours, local time, daily.

Santa Barbara, Calif.

Within a 5-mile radius of Santa Barbara Municipal Airport (Lat. 34°25'35" N, Long. 119°50'20" W), and within 2 miles either side of a 270° bearing from the airport extending from the 5-mile radius zone to 13 miles W of the airport.

Santa Fe, N. Mex.

Within a 5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05' 25" W.); within 2 miles each side of the extended centerline of runway 20, extending from the 5-mile radius zone to 5 miles SW of the SW end of runway 20; and within 2 miles each side of the Santa Fe VORTAC 007° radial, extending from the 5-mile radius zone to 11 miles N of the VORTAC.

Santa Maria, Calif.

Within a 5-mile radius of Santa Maria Airport (latitude 34°53'55" N., longitude 120°27'20" W.), excluding the portion within R-2516, from 0600 to 2200 hours, local time, daily.

Santa Monica, Calif.

Within a 3-mile radius of Santa Monica Municipal Airport (latitude 34°00'57" N., longitude 118°27'00" W.); within 2 miles each side of the Santa Monica VOR 231° radial, extending from the 3-mile radius zone to 3 miles SW of the VOR; within 2 miles each side of the Santa Monica VOR 056° radial, extending from the 3-mile radius zone to 5 miles NE of the VOR, excluding the portion S of a line extending from latitude 34°00'43" N., longitude 118°23'30" W., to latitude 33°58'03" N., longitude 118°28'58" W. This control zone is effective from 0700 to 2300 hours, local time, daily.

Santa Rosa, Calif.

Within a 5-mile radius of Sonoma County Airport (latitude 38°30'30" N., longitude 122°48'45" W.), and within a 1-mile radius of Santa Rosa Coddingtown Airport (latitude 38°28'30" N., longitude 122°44'25" W.), effective from 0600 to 2200 hours, local time, daily.

Sarasota, Fla.

Within a 5-mile radius of the Sarasota-Bradenton Airport (latitude 27°23'47" N., longitude 82°33'15" W.); within 2 miles each side of the Sarasota VOR 299° radial extending from the 5-mile radius zone to 7 miles NW of the VOR, effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Sault Ste. Marie, Mich. (Kincheloe AFB)

Within a 5-mile radius of Kincheloe AFB (latitude 46°15'00" N., longitude 84°28'00" W.), within 2 miles each side of the Kincheloe TACAN 143° radial extending from the 5-mile radius zone to 8 miles SE of the TACAN, within 2 miles each side of the Kincheloe VOR 150° radial extending from the 5-mile radius zone to 12 miles SE of the VOR; within 2 miles each side of the Kincheloe TACAN 337° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN and within 2 miles each side of the Kincheloe ILS localizer NW course extending from the 5-mile radius zone to the OM.

PENDING AMENDMENT

Sault Ste. Marie, Mich. (Kincheloe AFB)

Within a 5-mile radius of Kincheloe AFB (latitude 46°15'00" N., longitude 84°28'00" W.); within 2 miles each side of the Kincheloe AFB TACAN 143° radial, extending from the 5-mile radius zone to 8 miles southeast of the TACAN; within 2 miles each side of the Kincheloe AFB TACAN 337° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN; and within 2 miles each side of the Kincheloe AFB ILS localizer northwest course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 2/1/68 32 F. R. 18020 (Rewritten)

Sault Ste. Marie, Mich. (Municipal Airport)

Within the United States within a 5-mile radius of Sault Ste. Marie Municipal Airport (latitude 46°28'40" N., longitude 84°21'55" W.), and within 2 miles each side of the 129° bearing from the Sault Ste. Marie RBN extending from the 5-mile radius zone to 8 miles SE of the RBN excluding the portion W of a line between the INTs of the 5-mile radius and the Sault Ste. Marie, Ontario, Canada, control zone.

Sault Ste. Marie, Ontario, Canada

Over the United States within a 5-mile radius of the Sault Ste. Marie Airport (latitude 46°29'00" N., longitude 84°31'00" W.), and within 2 miles each side of the Sault Ste. Marie ILS localizer NW course extending from the 5-mile radius zone to the OM, excluding the portion east of a line between the INTs of the 5-mile radius and the 5-mile radius of the Sault Ste. Marie, Mich., control zone.

Savannah, Ga.

Within a 5-mile radius of Savannah Municipal Airport (latitude 32°07'35" N., longitude 81°12'05" W.); within a 5-mile radius of Hunter AAF (latitude 32°00'35" N., longitude 81°08'45" W.); within 2 miles each side of the Hunter AAF ILS localizer E course, extending from the 5-mile radius zone to 2 miles W of the Hunter AAF OM; within 2 miles each side of the Savannah Municipal Airport ILS localizer W course, extending from the 5-mile radius zone to 1 mile E of the Savannah Municipal Airport ILS OM; within 2 miles each side of the Savannah VORTAC 245° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 4/1/67 32 F. R. 4307 (Changed); 8/24/67 32 F. R. 12712 (Changed)

Schenectady, N. Y.

Within a 5-mile radius of the center, 42°51'13" N., 73°55'48" W., of Schenectady County Airport, Schenectady, N.Y.; within 2 miles each side of the Schenectady RBN 037° bearing extending from the 5-mile radius zone to 7 miles northeast of the RBN; within 2 miles each side of the centerline of Runway 28 extended from the 5-mile radius zone to 9 miles west of the end of the runway; and within 2 miles each side of the centerline of Runway 33 extended from the 5-mile radius zone to 5 miles northwest of the end of the runway, excluding that portion coinciding with the Albany, N. Y., Control Zone. This control zone is effective from 0700 to 2300 hours local time, daily.

Scottsbluff, Nebr.

Within a 5-mile radius of the Scottsbluff Municipal Airport (latitude 41°52'30" N., longitude 103°35'40" W.), and within 2 miles each side of the Scottsbluff VORTAC 259° radial, extending from the 5-mile radius zone to the VORTAC.

Seattle, Wash. (Boeing Field International)

That airspace bounded by a line beginning at latitude 47°34'10" N., longitude 122°12'40" W., thence to latitude 47°32'10" N., longitude 122°12'40" W., thence to latitude 47°31'27" N., longitude 122°13'33" W., thence to latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°29'20" N., longitude 122°23'10" W., thence clockwise along an arc of a 5-mile radius circle centered on Boeing Field International (latitude 47°31'45" N., longitude 122°18'00" W.) to point of beginning, and within 2 miles each side of the 150° bearing from the Boeing ILS LOM, extending from the 5-mile radius arc to 2 miles SE of the LOM.

AMENDMENTS 9/26/67 32 F. R. 13453 (Changed)

Seattle, Wash. (NAS Seattle)

Within a 5-mile radius of NAS Seattle (latitude 47°40'50" N., longitude 122°15'10" W.), excluding the portion W of longitude 122°19'30" W.; within a 1-mile radius of Kenmore Air Harbor, Seattle, Wash. (latitude 47°45'25" N., longitude 122°15'25" W.); within 2 miles each side of the NAS Seattle TACAN 336° radial, extending from the 5-mile radius zone to 6.5 miles N of the TACAN, and within 2 miles each side of the NAS Seattle TACAN 175° radial, extending from the 5-mile radius zone to 5.5 miles S of the TACAN. The portions within the Seattle (Boeing Airport) control zone are excluded.

Seattle, Wash. (Seattle-Tacoma International Airport)

That airspace bounded by a line beginning at latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°27'00" N., longitude 122°11'50" W., thence clockwise along the arc of a 5-mile radius circle centered on Seattle-Tacoma International Airport (latitude 47°26'50" N., longitude 122°18'30" W.) to latitude 47°29'20" N., longitude 122°23'10" W., thence to point of beginning, and within 2 miles each side of the 360° bearing from the Seattle-Tacoma ILS LOM, extending from the 5-mile radius arc to the LOM.

Sedalia, Mo.

Within a 5-mile radius of Whiteman AFB, Sedalia, Mo. (latitude 38° 43' 50" N., longitude 93° 33' 00" W.); within 2 miles each side of the Whiteman VOR 010° radial, extending from the 5-mile radius zone to 2 miles N of the VOR, and within 2 miles each side of the Whiteman TACAN 185° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN.

Selma, Ala.

Within a 5-mile radius of Craig AFB (latitude 32°20'31" N., longitude 86°59'22" W.); within 2 miles each side of the Craig VOR 143° radial extending from the 5-mile radius zone to 11 miles SE of the VOR. Within 2 miles each side of the Craig TACAN 153° radial extending from the 5-mile radius zone to 5.5 miles SE of the TACAN; within 2 miles each side of the Craig TACAN 316° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN.

AMENDMENTS 4/12/67 32 F. R. 6261 (Changed)

Shemya, Alaska

Within a 5-mile radius of Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W); within 2 miles either side of a 104° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of a 284° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles W of the RBN, excluding the portion within R-2204.

Sheridan, Wyo.

Within a 5-mile radius of Sheridan County Airport (latitude 44° 46' 25" N., longitude 106° 58' 15" W.), and within 2 miles each side of the Sheridan VORTAC 138° radial, extending from the 5-mile radius zone to the VORTAC.

Sherman, Tex.

That airspace within a 5-mile radius of Perrin AFB (latitude 33°42'25" N., longitude 96°40'25" W.); within 2 miles each side of the Perrin VOR 170° radial extending from the 5-mile radius zone to 12 miles S of the VOR; within 2 miles each side of the ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM; within 2 miles each side of the Perrin TACAN 016° radial extending from the 5-mile radius zone to 6 miles N of the TACAN; within 2 miles each side of the Perrin VOR 014° radial extending from the 5-mile radius zone to 12 miles N of the VOR; and within 2 miles each side of the Perrin TACAN 171° radial extending from the 5-mile radius zone to 6 miles S of the TACAN.

Shreveport, La. (Barksdale AFB)

That airspace within a 5-mile radius of the Shreveport Downtown Airport (latitude 32°32'25" N., longitude 93°44'40" W.); within a 5-mile radius of Barksdale AFB (latitude 32°30'05" N., longitude 93°39'45" W.); within 2 miles each side of the Shreveport Downtown VOR 318° radial extending from the 5-mile radius zone to 5.5 miles NW of the VOR, within 2 miles each side of the Barksdale VOR 330° radial extending from the 5-mile radius zone to 0.5 of a mile NW of the VOR, within 2 miles each side of the Barksdale TACAN 156° radial extending from the 5-mile radius zone to 7.5 miles SE of the TACAN, excluding the portion within the Shreveport, La. (Greater Shreveport Airport) control zone; and excluding the portion within the Shreveport, La. (Downtown Airport), control zone during the hours the Shreveport, La. (Downtown Airport), control zone is effective.

Shreveport, La. (Downtown Airport)

That airspace within a 5-mile radius of Shreveport Downtown Airport (latitude 32°32'25" N., longitude 93°44'40" W.), and within 2 miles each side of the Shreveport Downtown VOR 318° radial extending from the 5-mile radius zone to 5.5. miles NW of the VOR, excluding the portion SE of a direct line between the two intersecting points of a 5-mile radius circle centered on Downtown Airport and Barksdale AFB (latitude 32°30'05" N., longitude 93°39'45" W.) and the portion within the Shreveport, La. (Greater Shreveport Airport), control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

Shreveport, La. (Greater Shreveport Airport)

That airspace within a 5-mile radius of the Greater Shreveport Municipal Airport (latitude 32°26'45" N., longitude 93°49'25" W.); and within 2 miles each side of the Greater Shreveport ILS localizer SE course, extending from the 5-mile radius zone to 6 miles SE of the airport.

Sidney, Nebr.

Within a 5-mile radius of Sidney, Nebr., Airport (latitude 41°05'50" N., longitude 102°59'00" W.) and within 2 miles either side of the Sidney VOR 079° radial, extending from the 5-mile radius zone to the VOR.

Silver City, N. Mex.

That airspace within a 5-mile radius of Silver City-Grant County Airport (latitude 32°38'22" N., longitude 108°09'22" W.); within 2 miles each side of the Silver City VOR 141° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 7/20/67 32 F. R. 7125 (Added)

Simmons Army Air Field, N. C.

Within a 5-mile radius of Simmons AAF (latitude 35°07'55" N., longitude 78°56'05" W.); within 2 miles each side of the Simmons VOR 085° radial, extending from the 5-mile radius zone to 7 miles E of the VOR; excluding that portion which coincides with the Ft. Bragg control zone.

Sioux City, Iowa

Within a 6-mile radius of Sioux City Municipal Airport (latitude 42°24'03" N., longitude 96°22'55" W.); and within 2 miles each side of the Sioux City VORTAC 140° radial, extending from the 6-mile radius zone to 6 miles SE of the VORTAC; excluding the area within a 1-mile radius of Martin Airport, South Sioux City, Nebr. (latitude 42°27'15" N., longitude 96°28'20" W.).

Sioux Falls, S. Dak.

Within a 5.5-mile radius of Sioux Falls/Joe Foss Field (latitude 43°34'44" N., longitude 96°44'27" W.); and within 2 miles each side of the Sioux Falls ILS localizer SW course extending from the 5.5-mile radius zone to the outer marker.

Sitka, Alaska

Within a 3-mile radius of Sitka Harbor Seaplane Base (latitude 57°03' N., longitude 135°21' W.), within 2 miles each side of the Sitka RR NE and SW courses, extending from the 3-mile radius zone to 2 miles SW of the RR, and within 2 miles each side of the Biorka, Alaska, VORTAC 027° and 207° radials, extending from the 3-mile radius zone to 2 miles SW of the VORTAC.

Smyrna, Tenn.

Within a 5-mile radius of the Sewart Air Force Base (latitude 36°00'27" N., longitude 86°31'21" W.), and within 2 miles each side of the Sewart TACAN 128° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN.

AMENDMENTS 3/2/67 31 F. R. 16764 (Rewritten)

Soldotna, Alaska

Within a 5-mile radius of the Soldotna Airport (latitude 60°28'25" N., longitude 151°02'20" W.) and within 2 miles each side of the Cordova Airlines Soldotna private radio beacon (latitude 60°28'45" N., longitude 151°02'00" W.) 261° bearing extending from the 5-mile radius zone to 8 miles west of the radio beacon, excluding the Kenai, Alaska, 5-mile radius control zone, from 0800 to 1600 hours, local time, daily.

AMENDMENTS 10/12/67 32 F. R. 13219 (Added); Eff. date changed 12/7/67 32 F. R. 14549

South Bend, Ind.

Within a 5-mile radius of St. Joseph County Airport, South Bend, Ind. (Lat 41°42'15" N, Long. 86°18' 50" W).

South Weymouth, Mass.

Within a 5-mile radius of South Weymouth NAS (latitude 42°08'55" N., longitude 70°56'25" W.); within 2 miles each side of the 337° bearing from the South Weymouth RBN extending from the 5-mile radius zone to the RBN; within 2 miles each side of the South Weymouth TACAN 165° radial extending from the 5-mile radius zone to 6 miles S of the TACAN; and within 2 miles each side of the South Weymouth TACAN 073° radial extending from the 5-mile radius zone to 6 miles E of the TACAN.

Spartanburg, S. C.

Within a 5-mile radius of the Spartanburg Downtown Memorial Airport (latitude 34°54'55" N., longitude 81°57' 32" W.); within 2 miles each side of a 237° bearing from the Spartanburg RBN extending from the 5-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the Spartanburg VORTAC 194° radial extending from the 5-mile radius zone to the VORTAC. This control zone shall be effective from 0600 to 2200 local time daily.

AMENDMENTS 12/7/67 32 F. R. 13506 (Changed)

Spokane. Wash. (Fairchild AFB).

Within a 5-mile radius of Fairchild AFB (latitude 47°36'55" N., longitude 117°39'20" W.); within 2 miles each side of the Runway 23 extended centerline, extending from the 5-mile radius zone to 4 miles SW of the lift-off end of Runway 23; and within 2 miles each side of the Spokane International Airport Runway 21 extended centerline. extending from the runway to 6 miles SW of the lift-off end of Runway 21, excluding the portion E of a line extending from latitude 47°32'45" N., longitude 117°35'00" W., to latitude 47°40'57" N., longitude 117° 36'00" W.

Spokane, Wash. (Felts Field)

That airspace within a 5-mile radius of Felts Field (latitude 47°41'00" N., longitude 117°19'20" W.).

AMENDMENTS 10/12/67 32 F. R. 10928 (Added)

Spokane, Wash. (International).

Within a 5-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.), and within 2 miles each side of the Runway 21 extended centerline, extending from the 5-mile radius zone to 6 miles SW of the lift-off end of Runway 21, excluding the portion W of a line extending from latitude 47°32'45" N., longitude 117°35'00" W., to latitude 47°40'57" N., longitude 117°36'00" W.

Springfield, Ill.

Within a 5-mile radius of Capital Airport, Springfield, Ill., (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the ILS localizer SW course, extending from the 5-mile radius zone to the ILS OM; within 2 miles each side of the Capital VOR 040° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR; and within 2 miles each side of the ILS localizer NE course extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the Capital VOR 132° radial.

PENDING AMENDMENT

Springfield, Ill.

That airspace within a 5-mile radius of Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the Capital ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Capital VORTAC 040° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; within 2 miles each side of the Capital VORTAC 036° radial, extending from the 5-mile radius zone to 7 miles northeast of the VORTAC; and within 2 miles each side of the Capital VORTAC 058° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

AMENDMENTS 2/1/68 32 F. R. 16392 (Rewritten)

Springfield, Mo.

Within a 5-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.) and within 2 miles W and 2.5 miles E of the Springfield VORTAC 200° radial. extending from the 5-mile radius zone to the VORTAC.

Stevens Point, Wis.

Within a 5-mile radius of the Stevens Point, Wis., Municipal Airport (latitude 44°32'38" N., longitude 89°31'50" W.); within 2 miles each side of the Stevens Point, Wis., VOR 024° radial extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the Stevens Point VOR 111° radial extending from the 5-mile radius zone to 8 miles E of the VOR; within 2 miles each side of the Stevens Point VOR 217° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles each side of the Stevens Point VOR 306° radial extending from the 5-mile radius zone to 8 miles NW of the VOR. This control zone shall be effective during the times established by a Notice tc Airmen and published continuously in the Airman's Information Manual.

Stockton, Calif.

Within a 5-mile radius of Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.); within 2 miles each side of the Stockton VORTAC 321° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Stockton ILS localizer SE course, extending from the 5-mile radius zone to 1 mile NW of the OM.

Summit, Alaska

Within a 5-mile radius of Summit Airport (Lat. 63°19'55" N, Long. 149°07'30" W).

Sumter, S. C.

Within a 5-mile radius of Shaw AFB (latitude 33°58'15" N., longitude 80°28'19" W.) and within 2 miles each side of the Shaw TACAN 033° and 213° radials extending from the 5-mile radius zone to 8 miles NE and 13 miles SW of the TACAN.

Syracuse, N. Y.

That airspace within a 5-mile radius of the center, 43°06'50" N., 76°06'35" W. of Clarence E. Hancock Airport, Syracuse, N. Y., excluding that airspace within a 1-mile radius of the center, 43°11'00" N., 76°07'00" W. of Cicero Airpark, Cicero, N. Y.; and within 2 miles each side of the Syracuse VORTAC 120° radial extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of a bearing 089° from the Syracuse RBN extending from the 5-mile radius zone to the RBN.

Tacoma, Wash. (McChord AFB)

Within a 5-mile radius of McChord AFB (latitude 47°08'20" N., longitude 122°28'30" W.), excluding the portion SW of a line extending from latitude 47°09'12" N., longitude 122°35'15" W., to latitude 47°04'15" N., longitude 122°31'15" W.; within 2 miles each side of the McChord AFB VOR 182° radial, extending from the 5-mile radius zone to 7 miles S of the VOR and within 2 miles each side of the McChord AFB ILS localizer S course, extending from the 5-mile radius zone to 1 mile N of the McChord RBN.

Tacoma, Wash. (Tacoma Industrial Airport)

Within a 5-mile radius of Tacoma Industrial Airport (latitude 47°15'55" N., longitude 122°34'40" W.), excluding the portion E of a line 2 miles E of and parallel to the 009° bearing from the Gray AAF RBN; within 2 miles each side of the 009° bearing from the Gray AAF RBN, extending from the 5-mile radius zone to 1 mile N of the RBN, excluding the portion within the McChord AFB control zone, and within 2 miles each side of the 187° bearing from the Tacoma Industrial RBN, extending from the 5-mile radius zone to 1 mile S of the RBN. The control zone will be effective during the times established in advance by a Notice to Airmen continuously published in the Airman's Information Manual.

Talkeetna, Alaska

Within a 5-mile radius of Talkeetna Airport (Lat. 62°19'20" N, Long. 150°05'20" W), from 0545 to 2145, hours, local time, daily.

Tallahassee, Fla.

Within a 5-mile radius of Tallahassee Municipal Airport (latitude 30°23'59" N., longitude 84°21'22" W.); within 2 miles each side of the Tallahassee VORTAC 173° radial, extending from the 5-mile radius zone to 2 miles S of the VORTAC; within 2 miles each side of the Tallahassee ILS localizer N course, extending from the 5-mile radius zone to 9 miles N of the airport.

AMENDMENTS 10/12/67 32 F. R. 11772 (Rewritten)

Tampa, Fla. (International Airport)

Within a 5-mile radius of the Tampa International Airport (latitude 27°58'30" N., longitude 82°31'40" W.); within 2 miles each side of the St. Petersburg VORTAC 064° radial, extending from the 5-mile radius zone to the arc of a 5-mile radius circle centered on the St. Petersburg-Clearwater International Airport (latitude 27°54'40" N., longitude 82°41'10" W.); and within 2 miles each side of the 002° bearing from the Tampa RBN, extending from the 5-mile radius zone to the arc of a 5-mile radius circle centered on the MacDill AFB (latitude 27°51'05" N., longitude 82°31'15" W.); excluding the portion SE of a line 2 miles NW of and parallel to the MacDill AFB ILS localizer NE course.

Tanana, Alaska

That airspace within a 5-mile radius of Tanana Airport (latitude 65°10' N., longitude 152°07' W.); within two miles each side of the Tanana RR SW course, extending from the 5-mile radius zone to 8 miles SW of the RR, and within 2 miles each side of the Tanana VOR 246° radial extending from the 5-mile radius zone to 8 miles SW of the VOR, from 0545 to 2145 hours, local time, daily.

Temple, Tex.

That airspace within a 5-mile radius of the Draughon-Miller Airport, Temple, Tex. (latitude 31°09'10" N., longitude 97°24'25" W.); and within 2 miles each side of the Temple, Tex., VOR 348° radial extending from the 5-mile radius zone to 11.5 miles N of the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

Terre Haute, Ind.

Within a 5-mile radius of Hulman Field, Terre Haute, Ind. (latitude 39°27'05" N., longitude 87°18'30" W.); within 2 miles each side of the Terre Haute ILS localizer SW course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Terre Haute VOR 051° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR.

Teterboro, N. J.

Within a 5-mile radius of Teterboro Airport (latitude 40°51'05" N., longitude 74°03'40" W.).

Texarkana, Ark.

That airspace within a 5-mile radius of the Texarkana, Ark., Municipal Airport (latitude 33°27'20" N., longitude 93°59'15" W.); and within 2 miles each side of the 129° radial of the Texarkana VORTAC extending from the 5-mile radius zone to 0.5 mile SE of the VORTAC.

Thief River Falls, Minn.

Within a 5-mile radius of Thief River Falls, Minn., Municipal Airport (latitude 48°03'58" N., longitude 96°11'06" W.), within 2 miles each side of the 138° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport, and within 2 miles each side of the 305° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone will be effective during the times designated by a Notice to Airmen and continuously published in the Airman's Information Manual.

Toledo, Ohio

Within a 5-mile radius of the center of Toledo Express Airport, Toledo, Ohio 41°35'15" N., 83°48'23" W.; within 2 miles each side of the airport ILS localizer SW course extending from the 5-mile radius zone to OM; within 2 miles each side of the airport ILS localizer NE course extending NE from the 5-mile radius zone for 7.5 miles from the localizer and within 2 miles each side of the Waterville VOR 318° radial extending from the 5-mile radius zone to 7 miles northwest of the VOR.

Tonopah, Nev.

Within a 5-mile radius of Tonopah Airport (latitude 38°03'30" N., longitude 117°05'00" W.).

Topeka, Kans. (Forbes AFB)

Within a 5-mile radius of Forbes AFB (latitude 38°57'10" N., longitude 95°39'50" W.), within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN, and within 2 miles each side of the Forbes AFB ILS localizer SE course, extending from the 5-mile radius zone to 1 mile SE of the OM, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Philip Billard Airport) control zone.

Topeka, Kans. (Philip Billard Airport)

Within a 5-mile radius of Philip Billard Airport (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 219° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Philip Billard Airport ILS localizer SE course, extending from the 5-mile radius zone to 11 miles SE of the SE end of the Philip Billard Airport Runway 31, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Forbes AFB) control zone.

Torrance, Calif.

Within a 3-mile radius of Torrance Municipal Airport (latitude 33°48'10" N., longitude 118°20'20" W.), and within 2 miles each side of the Los Angeles, Calif., VOR 153° radial, extending from the 3-mile radius zone to 7 miles SE of the VOR. This control zone is effective from 0600 to 2200 hours, local time, daily.

Traverse City, Mich.

Within a 5-mile radius of Traverse City Municipal Airport (latitude 44°44'35" N., longitude 85°34'50" W.); within 2 miles either side of the 137° bearing from the Traverse City RBN extending from the 5-mile radius zone to 8 miles SE of the RBN, and within 2 miles either side of the Traverse City VOR 338° and 158° radials extending from the 5-mile radius zone to 8 miles S of the VOR.

Trenton, N. J.

Within a 5-mile radius of Mercer County Airport, Trenton, N. J. (latitude 40° 16' 33" N., longitude 74° 48' 55" W.); within 2.5 miles N and 2 miles S of the Yardley, Pa., VOR 071° and 065° radials, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1-mile radius of the Morrisville, Pa., Airport (latitude 40° 12' 00" N., longitude 74° 48' 55" W.), and excluding the portion within the Willow Grove, Pa., control zone.

Tri-City, Tenn.

Within a 5-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.): within 2 miles on each side of the Tri-City ILS localizer NE course extending from the 5-mile radius zone to the OM; and within 2 miles on each side of the 043° and 223° bearings from the Boone RBN extending from the 5-mile radius zone to 8 miles SW of the RBN.

Troutdale, Oreg.

Within a 3-mile radius of Troutdale Airport (Lat. 45°33'00" N, Long. 122°23'50" W). This control zone shall be effective from 0700 to 2300 hours, local time, daily.

Truth or Consequences, N. Mex.

Within a 5-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107° 16'20" W.).

Tucson, Ariz. (Davis-Monthan AFB)

Within a 5-mile radius of Davis-Monthan AFB (latitude 32°10'00" N., longitude 110°53'00" W.) excluding the portion subtended by a chord drawn between the points of INT of the Davis-Monthan 5-mile radius zone and the Tucson International 5-mile radius zone, and within 2 miles SW and 2.5 miles NE of the Davis-Monthan ILS Localizer SE course, extending from the 5-mile radius zone to the OM.

Tucson, Ariz. (Tucson International Airport)

Within a 5-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'35" W.); within 2 miles each side of the Tucson VORTAC 273° radial, extending from the 5-mile radius zone to 14 miles W of the VORTAC, and within 2 miles each side of the extended centerline of runway 12L, extending from the 5-mile radius zone to 5 miles SE of the lift-off end of Runway 12L, excluding the portion subtended by a chord drawn between the points of INT of the Tucson International 5-mile radius zone with the Davis-Monthan AFB 5-mile radius zone.

Tucumcari, N. Mex.

Within a 5-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.); within 2 miles each side of the Tucumcari VOR 033° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; and within 2 miles each side of the Tucumcari VOR 078° radial, extending from the 5-mile radius zone to 8 miles E of the VOR.

Tulsa, Okla.

That airspace within a 5-mile radius of the Tulsa International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 2 miles each side of the Tulsa ILS localizer N course, extending from the 5-mile radius zone to 1 mile S of the OM; within 2 miles each side of the Tulsa ILS localizer S course, extending from the 5-mile radius zone to 0.5 mile N of the OM; and within 2 miles each side of the Tulsa VORTAC 268° Radial, extending from the 5-mile radius zone to the VORTAC.

Tulsa, Okla. (Riverside Airport)

That airspace within a 3-mile radius of Riverside Airport, Tulsa, Okla. (latitude 36°02'19" N., longitude 95°59'00" W.). This control zone is effective from 0600 to 2200 hours, local time, daily.

Tuscaloosa, Ala.

Within a 5-mile radius of Van De Graaff Airport (latitude 33°13'35" N., longitude 87°36'36" W.).

Twin Falls, Idaho

Within a 5-mile radius of the Twin Falls Municipal Airport (latitude 42°29'05" N., longitude 114°29'15" W.), and within 2 miles each side of the Twin Falls VOR 086° radial, extending from the 5-mile radius zone to 8 miles E of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 3/2/67 31 F. R. 16607 (Rewritten)

Tyler, Tex.

That airspace within a 5-mile radius of Pounds Field, Tyler, Tex. (latitude 32°21'15" N., longitude 95°23' 55" W.); within 2 miles each side of the Pounds Field ILS localizer NW course extending from the 5-mile radius zone to 0.5 mile SE of the OM, and within 2 miles each of the Pounds Field ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.

Tyndall AFB, Fla.

Within a 5-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); within 2 miles each side of the Tyndall AFB TACAN 308° radial, extending from the 5-mile radius zone to 6 miles northwest of the TACAN.

AMENDMENTS 2/2/67 32 F. R. 786 (Rewritten); 7/20/67 32 F. R. 7391 (Changed)

Unalakleet, Alaska

Within a 5-mile radius of the Unalakleet Airport (latitude 63°53' N., longitude 160°47' W.); within 2 miles each side of the Unalakleet RR W course, extending from the 5-mile radius zone to 14 miles W of the RR; within 2 miles each side of the Unalakleet VOR 265° radial, extending from the 5-mile radius zone to 14 miles W of the VOR; and within 2 miles each side of the Unalakleet TACAN 175° radial, extending from the 5-mile radius zone to 10.5 miles S of the TACAN. This control zone is effective from 0545 to 2145 hours, local time.

Utica, N. Y.

Within a 5-mile radius of the center, 43°08'45" N., 75°22'55" W. of Oneida County Airport, Utica, N. Y., within 2 miles each side of the Utica ILS localizer SE course extending from the 5-mile radius zone to the Utica radio beacon; within 2 miles each side of the Utica VOR 306° radial extending from the 5-mile radius zone to 1.5 miles NW of the VOR and excluding the portion within the Rome, N. Y., control zone.

Valdosta, Ga. (Moody AFB)

Within a 5-mile radius of Moody AFB (latitude 30°58'01" N., longitude 83°11'27" W.); within 2 miles each side of the Moody VOR 007° radial, extending from the 5-mile radius zone to 12 miles N of the VOR; within 2 miles each side of the Moody VOR 173° radial, extending from the 5-mile radius zone to 12 miles SE of the VOR; within 2 miles each side of the Valdosta VOR 016° radial, extending from the 5-mile radius zone to the Valdosta Municipal Airport 5-mile radius control zone; within 2 miles each side of the Moody TACAN 360° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN; within 2 miles each side of the Moody TACAN 180° radial, extending from the 5-mile radius zone to the Valdosta Municipal Airport 5-mile radius control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/6/67 32 F. R. 2884 (Rewritten)

Valdosta, Ga. (Valdosta Municipal Airport)

Within a 5-mile radius of the Valdosta Municipal Airport (latitude 30°46'58" N., longitude 83°16'44" W.); within 2 miles each side of the Valdosta VOR 007° radial, extending from the 5-mile radius zone to the VOR.

Vandalia, Ill.

Within a 5-mile radius of the Vandalia Municipal Airport (latitude 38°59'26" N., longitude 89°09'55" W.) and within 2 miles each side of the Vandalia VOR 183° radial extending from the 5-mile radius area to the VOR.

Van Nuys, Calif.

Within a 5-mile radius of Van Nuys Airport (latitude 34°12'30" N., longitude 118°29'15" W.) excluding the portion east of a line from latitude 34°16'00" N., longitude 118°25'55" W. to latitude 34°09'25" N., longitude 118°25'40" W.

Vernal, Utah

Within a 5-mile radius of Vernal Airport (latitude 40°26'30" N., longitude 109°30'50" W.), and within 2 miles each side of the Vernal VOR 159° radial, extending from the 5-mile radius zone to 8 miles S of the VOR. This control zone will be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Vero Beach, Fla.
Within a 5-mile radius of Vero Beach Municipal Airport (latitude 27°39'15" N., longitude 80°24'55" W.).

Victoria, Tex.
Within a 5-mile radius of the Victoria County-Foster Airport (latitude 28° 51' 10" N., longitude 96° 55' 20" W.) and within 2 miles each side of the 320° bearing from latitude 28° 51' 30" N., longitude 96° 55' 00" W., extending from the 5-mile radius zone to 8 miles NW of latitude 28° 51' 30" N., longitude 96° 55' 00" W., effective from 0600 to 2200 hours, local time, daily.

Victorville, Calif.
Within a 5-mile radius of George AFB, Victorville, Calif. (latitude 34°35'45" N., longitude 117°22'55" W.); within 2 miles each side of the George AFB VOR 350° and 005° radials extending from the 5-mile radius zone to 9 miles N of the VOR, and within 1.5 miles NW and 2.5 miles SE of the George AFB VOR 045° radial extending from the 5-mile radius zone to 8.5 miles NE of the VOR.

Visalia, Calif.
Within a 4-mile radius of the Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), and within 2 miles each side of the Visalia VOR 123° radial, extending from the 4-mile radius zone to the VOR, excluding the portion within a 1-mile radius of Green Acres Airport, Visalia, Calif. (latitude 36°20'20" N., longitude 119°19'30" W.), effective from 0700 to 2100 hours, local time, daily.

Waco, Tex.
That airspace within a 5-mile radius of the Waco Municipal Airport (latitude 31°36'40" N., longitude 97°13'40" W.); within 2 miles each side of the Waco VORTAC 330° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC; within 2 miles each side of the Waco ILS localizer N course, extending from the 5-mile radius zone to the OM; within a 5-mile radius of James Connally AFB (latitude 31°38'20" N., longitude 97°04'25" W.); within 2 miles each side of the Waco VORTAC 098° radial extending from the James Connally AFB 5-mile radius zone to the VORTAC; within 2 miles each side of a 359° bearing from the Connally RBN extending from the 5-mile radius zone to the RBN, and within 2 miles each side of the James Connally TACAN 352° radial extending from the TACAN to 7 miles N.

AMENDMENTS 9/14/67 32 F. R. 10838 (Rewritten)

Wake Island
Within a 5-mile radius of Wake Island Airport (latitude 19°18'00" N. longitude 166°38'00" E); within 2 miles each side of the Wake Island VORTAC 306° radial, extending from the 5-mile radius zone to 17 miles NW of the VORTAC: within 2 miles each side of the Wake Island VORTAC 111° radial, extending from the 5-mile radius zone to 17 miles E of the VORTAC; within 2 miles each side of the 281° bearing from the Wake Island radio beacon (AXX), extending from the 5-mile radius zone to 15 miles W of the radio beacon; and within 2 miles each side of the 101° bearing from the Wake Island radio beacon (AWK), extending from the 5-mile radius zone to 12 miles E of the radio beacon.

Walla Walla, Wash.
Within a 5-mile radius of Walla Walla City County Airport (latitude 46°05'35" N., longitude 118°17'20" W.), within 2 miles each side of the Walla Walla VOR 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR and within 2 miles each side of the Walla Walla TACAN 041° radial, extending from the 5-mile radius zone to 9.5 miles NE of the TACAN.

Walnut Ridge, Ark.
That airspace within a 3-mile radius of the Walnut Ridge Airport (latitude 36°07'30" N., longitude 90°55'25" W.) and within 2 miles each side of the Walnut Ridge VOR 244° radial, extending from the 3-mile radius zone to 6.5 miles SW of the VOR.

Washington, D. C.
Within a 5-mile radius of Washington National Airport (latitude 38°51'05" N., longitude 77°02'20" W.), within 2 miles each side of the Washington National Airport ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the 137° bearing from the Georgetown, D. C., RBN and 2 miles SW of the Washington, D. C., VOR 313° radial, extending from the 5-mile radius zone to the Georgetown RBN, within 2 miles each side of the Washington VOR 324° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR, and within 2 miles each side of the Washington VOR 060° radial, extending from the 5-mile radius zone to 5 miles NE of the VOR, excluding the portion within P-56 and the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md., control zone.

Waterloo, Iowa
Within a 5-mile radius of the Waterloo Municipal Airport (latitude 42°33'22" N., longitude 92°23'59" W.), within 2 miles each side of the Waterloo VORTAC 078° and 200° radials extending from the 5-mile radius zone to 8 miles E and 8 miles S of the VORTAC, and within a 1-mile radius of the Leibundguth Airport (latitude 42°28' N., longitude 92°29' W.).

Watertown, N. Y.

That airspace within a 5-mile radius of the center 43°59'20" N., 76°01'20" W. of Watertown Municipal Airport, Watertown, N. Y., and within 2 miles each side of the Watertown VOR 214° radial extending from the 5-mile radius to 6 miles SW of the VOR.

Watertown, S. Dak.

Within a 5-mile radius of Watertown, S. Dak., Municipal Airport (latitude 44°54'35" N., longitude 97°09'30" W.), within 2 miles each side of the Watertown VOR 185° radial, extending from the 5-mile radius zone to 11 miles S of the VOR, and within 2 miles each side of the 146° bearing from Watertwon Municipal Airport, extending from the 5-mile radius zone to 12 miles SE of the airport.

Wausau, Wis.

Within a 5-mile radius of Wausau, Wis., Municipal Airport (latitude 44°55'45" N., longitude 89°37'34" W.), and within 2 miles each side of the Wausau, Wis., VOR 341° radial extending from the 5-mile radius zone to the VOR.

Wenatchee, Wash.

Within a 5-mile radius of Pangborn Field, Wenatchee, Wash. (latitude 47°24'00" N., longitude 120°12'30" W.), and within 2 miles each side of the Wenatchee VOR 124° radial, extending from the 5-mile radius zone to 10.5 miles SE of the VOR, excluding the airspace within a 1-mile radius of Fancher Field, Wash. (latitude 47°26'55" N., longitude 120°16'40" W.).

Westfield, Mass.

Within a 5-mile radius of the center, 42°09'25" N., 72°42'50" W., of Barnes Airport, Westfield, Mass.; within 2 miles each side of the 189° bearing from the Westfield RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the centerline of Runway 33 extended 7.5 miles NW from the end of the runway excluding the portion within the Westover, Mass., control zone. This control zone shall be in effect from 0700 to 2300 hours, local time, daily.

AMENDMENTS 6/22/67 32 F. R. 7250 (Changed)

Westhampton Beach, N. Y.

Within a 5-mile radius of Suffolk County AFB (latitude 40°50'40" N., longitude 72°37'45" W.), and within 2 miles each side of the Suffolk AFB TACAN 039° and 229° radials extending from the 5-mile radius zone to 7 miles NE and 7 miles SW of the TACAN.

Westover, Mass.

Within a 5-mile radius of the center, 42°11'40" N., 72°32'15" W., Westover AFB, Chicopee Falls, Mass.; within 2 miles each side of the Westover ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the OM; within 2 miles each side of Chicopee TACAN 028° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN and within 2 miles each side of the Westover AFB TACAN 221° radial extending from the 5-mile radius zone to 6 miles SW of the TACAN.

Wheeling, W. Va.

Within a 5-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 216° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Whidbey Island, Wash.

Within a 5-mile radius of Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), within 2 miles each side of the Whidbey Island TACAN 350° radial, extending from the 5-mile radius zone to 6 miles north of the TACAN, and within 2 miles each side of the 283° bearing from the Whidbey Island RBN, extending from the 5-mile radius zone to 8 miles west of the RBN.

AMENDMENTS 9/14/67 32 F. R. 10061 (Rewritten)

White Plains, N. Y.

Within a 5-mile radius of Westchester County Airport (Lat. 41°04'05" N, Long. 73°42'35" W); and within 2 miles either side of the Westchester County ILS localizer NW course extending from the 5-mile radius zone to the OM.

Wichita, Kans. (McConnell AFB)

Within a 5-mile radius of McConnell AFB (latitude 37° 37' 25" N., longitude 97° 16' 00" W.), within 2 miles W and 4 miles E of the McConnell AFB TACAN 008° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN, within 2 miles each side of the McConnell AFB VOR 008° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the McConnell AFB TACAN 199° radial, extending from the 5-mile radius zone to 6 miles S of the TACAN, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (Wichita Municipal), control zone.

Wichita, Kans. (Wichita Municipal).

Within a 5-mile radius of the Wichita Municipal Airport (latitude 37°39'10" N., longitude 97°25'46" W.), within 2 miles each side of the Wichita Municipal Airport ILS localizer N course, extending from the 5-mile radius zone to the INT of the Wichita Municipal Airport ILS localizer N course and the Wichita VOR 075° radial, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (McConnell AFB) 5-mile radius control zone.

Wichita Falls, Tex.

That airspace within a 5-mile radius of Sheppard AFB/Municipal Airport, Wichita Falls, Tex., (latitude 33°58'55" N., longitude 98°29'35" W.); within 2 miles each side of the Wichita Falls VORTAC 092° radial extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the ILS localizer SE course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Sheppard TACAN 333° radial extending from the 5-mile radius zone to 7.5 miles N of the TACAN, and within 2 miles each side of the Sheppard TACAN 163° radial extending from the 5-mile radius zone to 7 miles S of the TACAN.

Wilkes-Barre, Pa.

Within a 5-mile radius of the center 41°20'17" N., 75°43'28" W. of Wilkes-Barre-Scranton Airport, Wilkes-Barre, Pa., and within 2 miles each side of the airport ILS localizer SW course extending SW from the 5-mile radius zone for 2 miles SW of the OM.

Williamsport, Pa.

Within a 5-mile radius of the center, 41°14'30" N., 76°55'20" W., of Williamsport-Lycoming County Airport, Williamsport, Pa.; within 2 miles each side of the Williamsport ILS localizer E course extending from the 5-mile radius zone to the Picture Rocks RBN; within 2 miles each side of the centerline of Runway 12 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the centerline of Runway 27 extended from the 5-mile radius zone to 10.5 miles W of the end of the runway; within 2 miles each side of the centerline of Runway 30 extended from the 5-mile radius zone to 7 miles NW of the end of the runway; and within 2 miles each side of the centerline of Runway 33 extended from the 5-mile radius zone to 5.5 miles NW of the end of the runway.

Willow Grove, Pa.

Within a 5-mile radius of Willow Grove NAS (latitude 40° 12' 00" N., longitude 75° 08' 55" W.); within a 5-mile radius of Johnsville NAS (latitude 40° 11' 55" N., longitude 75° 04' 00" W.); within 2 miles each side of the 325° bearing from the Willow Grove RBN, extending from the RBN to 7 miles NW of the RBN; within 2 miles each side of the Johnsville NAS TACAN 274° radial, extending from the TACAN to 9 miles W of the TACAN; within 2 miles each side of the Johnsville NAS TACAN 082° radial, extending from the TACAN to 6.5 miles E of the TACAN; within 2 miles each side of the Yardley, Pa., VOR 245° radial, extending from the VOR to the Willow Grove NAS, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone centered on Johnsville NAS with the North Philadelphia, Pa., control zone.

Wilmington, Del.

Within a 5-mile radius of the Greater Wilmington Airport (latitude 39° 40' 40" N., longitude 75° 36' 25" W.); within 2 miles each side of the Greater Wilmington Airport ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the New Castle, Del., VORTAC 238° radial, extending from the 5-mile radius zone to 7 miles SW of the VORTAC; and within 2 miles each side of the New Castle, Del., VORTAC 278° radial extending from the 5-mile radius zone to 5.5 miles west of the VORTAC.

Wilmington, N. C.

Within a 5-mile radius of the New Hanover County Airport (latitude 34°16'15" N., longitude 77°54'05" W.); within 2 miles each side of the Wilmington VORTAC 197° radial, extending from the 5-mile radius zone to the VORTAC.

Wilmington, Ohio

Within a 5-mile radius of the center, 39°26'00" N., 83°48'00" W., of Clinton County AFB, Wilmington, Ohio; within 2 miles each side of the Clinton County RBN 037° bearing extending from the 5-mile radius zone to 7 miles northeast of the RBN; within 2 miles each side of the 212° bearing from a point 39°25'51" N., 83°48'10" W., extending from the 5-mile radius zone to 7 miles southwest of said point and within 2 miles each side of the centerline of Runway 22 extended from the 5-mile radius zone to 8 miles southwest of the end of the runway, including that airspace within a 1-mile radius of the center, 39°26'20" N., 83°42'20" W. of Hollister Field, Wilmington, Ohio.

Windsor Locks, Conn.
Within a 5-mile radius of the center 41°56'24" N., 72°41'10" W. of Bradley International Airport, Windsor Locks, Conn., and

including a 1-mile radius of the center 41°54'56" N., 72°46'39" W. of Simsbury Airport, Simsbury, Conn.; within 2 miles each side of the airport ILS localizer SW course extending from the 5-mile radius zone to 6 miles S of the OM; within 2 miles each side of the centerline of Runway 19 extended from the 5-mile radius zone to 6 miles S of the end of the runway; within 2 miles each side of the centerline of Runway 15 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the airport ILS localizer NE course extending from the 5-mile radius zone to 6 miles NE of the localizer; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 6 miles north of the end of the runway; within 2 miles each side of the centerline of Runway 33 extended from the 5-mile radius zone to 7 miles NW of the end of the runway.

AMENDMENTS 6/22/67 32 F. R. 6261 (Changed)

Wink, Tex.
Within a 3-mile radius of the Winkler County Airport (latitude 31°46'45" N., longitude 103°12'05" W.); within 2 miles each side of the Wink VOR 161° radial, extending from the VOR to 5 miles south of the airport.

Winona, Minn.
Within a 5-mile radius of Max Conrad Field, Winona, Minn. (latitude 44°04'34" N., longitude 91°42'25" W.), within 2 miles each side of the 107° bearing from Max Conrad Field extending from the 5-mile radius zone to 8 miles E of the Airport, and within 2 miles each side of the 319° bearing from Max Conrad Field extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Winslow, Ariz.
Within a 6-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.).

Winston-Salem, N. C.
Within a 5-mile radius of Smith-Reynolds Airport (latitude 36°08'00" N., longitude 80°13'20" W.), effective from 0700 to 2300 hours, local time daily.

Worcester, Mass.
Within a 5-mile radius of Worcester Municipal Airport (Lat. 42°16'05" N, Long. 71°52'20" W).

Worland, Wyo.
Within a 5-mile radius of Worland Municipal Airport (latitude 43°58'10" N., longitude 107°56'50" W.), and within 2 miles each side of the Worland VOR 352° radial, extending from the 5-mile radius zone to 8 miles north of the VOR.

AMENDMENTS 10/12/67 32 F. R 11632 (Added)

Worthington, Minn.
Within a 5-mile radius of Worthington Municipal Airport (latitude 43°39'10" N., longitude 95°34'50" W.); and within 2 miles each side of the Worthington VOR 358° radial, extending from the 5-mile radius zone to 7 miles N of the VOR; and within 2 miles each side of the Worthington VOR 189° radial, extending from the 5-mile radius zone to 7 miles S of the VOR. This control zone shall be effective during the specific dates and/or times extablished in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Wrightstown, N. J. (McGuire AFB)
Within a 5-mile radius of McGuire AFB (latitude 40°00'55" N., longitude 74°35'25" W.), within 2 miles each side of the McGuire VOR 350° radial extending from the 5-mile radius zone to 7 miles N of the VOR; within 2 miles each side of the McGuire VOR 051° radial extending from the 5-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the McGuire VOR 180° radial extending from the 5-mile radius zone to 6 miles S of the VOR; and within 2 miles each side of the McGuire AFB ILS localizer SW course extending from the 5-mile radius zone to the OM.

Yakataga, Alaska
Within a 5-mile radius of the Yakataga Airport (latitude 60°05' N., longitude 142°30' W.); and within 2 miles each side of the SW course of the Yakataga R.R., extending from the 5-mile radius zone to the INT of the SW course of the Yakataga R.R. and the E course of the Hinchinbrook, Alaska R.R. This control zone is effective from 0545 to 2145 hours, local time, daily.

Yakima, Wash.

Within a 5-mile radius of the Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), and within 2 miles each side of the Yakima ILS localizer E course, extending from the 5-mile radius zone to 2.5 miles W of the LOM.

AMENDMENTS 4/27/67 32 F. R. 2808 (Rewritten)

PENDING AMENDMENT

Yakima, Wash.

Within a 5-mile radius of the Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), and within 2 miles each side of the Yakima ILS localizer east course extending from the 5-mile radius zone to 4.5 miles east of the LOM.

AMENDMENTS 2/1/68 32 F. R. 17516 (Rewritten)

Yakutat, Alaska

Within a 5-mile radius of Yakutat Airport (latitude 59°30'10" N., longitude 139°39'40" W.); within 2 miles each side of the Yakutat VORTAC 147° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC; within 2 miles each side of the Yakutat VORTAC 229° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC; and that airspace within an 8-mile radius of the Yakutat RR, extending clockwise from a line 2.5 miles S of and parallel to the 283° bearing from the Yakutat RR to a line 2 miles NE of and parallel to the 315° bearing from the Yakutat RR.

Yankton, S. Dak.

Within a 5-mile radius of Yankton Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); within 2 miles each side of the Yankton VOR 321° and 140° radials, extending from the 5-mile radius zone to 8 miles NW and SE of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Youngstown, Ohio

Within a 5-mile radius of the Youngstown Municipal Airport (latitude 41° 15' 35" N., longitude 80° 40' 40" W.), within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 5-mile radius zone to 5 miles NW of the localizer; and within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 5-mile radius zone to the OM.

Yuma, Ariz.

Within a 5-mile radius of Yuma MCAS/Yuma International Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within 2 miles each side of the Yuma VORTAC 181° radial extending from the 5-mile radius zone to 2 miles south of the VORTAC, and within 2 miles each side of the 044° bearing from the MCAS Yuma RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN.

AMENDMENTS 11/9/67 32 F. R. 12111 (Rewritten); Corr: 32 F. R. 12912

Zanesville, Ohio

Within a 5-mile radius of the Zanesville Municipal Airport (latitude 39° 56' 40" N., longitude 81° 53' 20" W.); within 2 miles each side of the Zanesville RBN 210° bearing, extending from the 5-mile radius zone to 7 miles SW of the RBN; and within 2 miles each side of the Zanesville VOR 222° radial, extending from the 5-mile radius zone to 7 miles SW of the VOR; excluding that airspace within a 1-mile radius of the Riverside Airport, Zanesville, (latitude 39° 59' 10" N., longitude 81° 59' 00" W.).

SUBPART G - TRANSITION AREAS

§ 71.181 Designation.

The parts of airspace described below are designated as transition areas.

Aberdeen, Md.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°28' 18" N., 76°10'13" W. of Phillips AAF, Aberdeen, Md., and within 2 miles each side of the Aberdeen RBN 029° bearing extending from the 7-mile radius area to 8 miles NE of the RBN.

Aberdeen, S. Dak.

That airspace extending upward from 700 feet above the surface within 8 miles NE and 5 miles SW of the Aberdeen VORTAC 131° and 311° radials extending from 13 miles SE to 5 miles NW of the VORTAC, and within 2 miles each side of the Aberdeen VORTAC 312° radial extending from 7 miles NW to 17 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Aberdeen VORTAC extending clockwise from a line 5 miles SE of and parallel to the Aberdeen VORTAC 232° radial to a line 5 miles E of and parallel to the Aberdeen VORTAC 355° radial, within 8 miles SW and 5 miles NE of the Aberdeen VORTAC 312° radial extending from the 21-mile radius area to 21 miles NW of the VORTAC, and within 5 miles E and 8 miles W of the Aberdeen VORTAC 172° radial extending from the VORTAC to 13 miles S of the VORTAC.

Abilene, Tex.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of latitude 32°25'10" N., longitude 99°51'15" W.; and within 8 miles E and 5 miles W of the Abilene ILS localizer S course, extending from the OM to 12 miles S; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°13'00" N., longitude 98°38'00" W.; to latitude 31°12'20" N., longitude 99°41'15" W.; to latitude 31°33'40" N., longitude 100°11'45" W.; to latitude 31°53'15" N., longitude 100°05'30" W.; to latitude 31°59'30" N., longitude 100°13'20" W.; to latitude 33°12'00" N., longitude 100°35' 00" W.; to latitude 33°08'30" N., longitude 99°33'00" W.; to latitude 32°52'00" N., longitude 99°14'00" W.; to latitude 32°52'00" N., longitude 99°02'00" W.; to latitude 32°00'00" N., longitude 98°15'00" W.; to point of beginning; and that airspace extending upward from 7,500 feet m.s.l. within the area bounded by a line beginning at latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 33°08'30" N., longitude 99°33'00" W.; to latitude 32°52'00" N., longitude 99°14'00" W.; to latitude 33°31'00" N., longitude 99°14'00" W.; to latitude 33°31'00" N., longitude 99°49'00" W.; to latitude 33°56'00" N., longitude 99°42'30" W.; to point of beginning excluding the portion extending upward from 7,500 feet m.s.l. that lies within Federal airways.

PENDING AMENDMENT
Aiken, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Aiken Municipal Airport (latitude 33°39'10" N., longitude 81°41'25" W.); within 2 miles each side of the 048° bearing from the Aiken RBN (latitude 33°39'06" N., longitude 81°40'38" W.), extending from the 8-mile radius area to 8 miles northeast of the RBN.
AMENDMENTS 2/29/68 32 F. R. 20843 (Added)

Akron, Colo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.), and within 4 miles NE and 2 miles SW of the Akron VOR 123° radial, extending from 5-mile radius area to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Akron VOR 123° and 303° radials, extending from 20 miles SE to 10 miles NW of the VOR.

Akron, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Akron Municipal Airport (latitude 41° 02' 15" N., longitude 81° 28' 05" W.); within 2 miles each side of the Akron RBN 062° bearing, extending from the Akron Municipal Airport 7-mile raidus area to 8 miles NE of the RBN; within 2 miles each side of the Akron VORTAC 255° radial, extending from the Akron Municipal Airport 7-mile radius area to the VORTAC; within a 7-mile radius of the Akron-Canton Airport (latitude 40° 55' 05" N., longitude 81° 26' 30" W.), and within 5 miles W and 8 miles E of the Akron-Canton ILS localizer S course, extending from the Akron-Canton OM to 12 miles S of the OM; within a 5-mile radius of the Andrew W. Paton of Kent State University Airport, Kent, Ohio (41°09'05" N., 81°25'05" W.); within 2 miles each side of the Akron VORTAC 285° radial, extending from the Andrew W. Paton of Kent State University Airport 5-mile mile radius area to VORTAC; within 2 miles each side of the Akron RBN 344° and 164° bearings, extending from the Andrew W. Paton of Kent State University Airport 5-mile radius area to 8 miles south of the RBN; and that airspace

extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40° 53' 00" N., longitude 81° 43' 00" W.; to latitude 41° 08' 00" N., longitude 81° 36' 00" W.; to latitude 41° 11' 30" N., longitude 81° 39' 20" W.; thence counterclockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport, Cleveland, Ohio (latitude 41° 24' 30" N., longitude 81° 51' 00" W.) to latitude 41° 21' 00" N., longitude 81° 31' 00" W.; to latitude 41° 24' 20" N., longitude 81° 23' 00" W.; thence counterclockwise along the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willougby, Ohio (latitude 41° 41' 00" N., longitude 81° 23' 25" W.), to latitude 41° 28' 00" N., longitude 81° 10' 00" W.; to latitude 41° 05' 00" N., longitude 80° 50' 00" W.; to latitude 40° 56' 00" N., longitude 80° 52' 00" W.; to latitude 40° 56' 40" N., longitude 80° 36' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Imperial, Pa., VORTAC to the Imperial VORTAC 249° radial; thence via the 249° radial to 60 miles SW of the VORTAC; thence via a direct line to the Newcomerstown, Ohio, VOR; direct to the Tiverton, Ohio, VOR; to latitude 40° 54' 00" N., longitude 82° 04' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.
AMENDMENTS 8/17/67 32 F. R. 10193 (Changed)

PENDING AMENDMENT
Alamogordo, N. Mex.

That airspace extending upward from 700 feet above the surface within a 11-mile radius of the Holloman AFB Airport (latitude 32°5104" N., longitude 106°06'05" W.); within 4 miles east and 6 miles west of the Holloman AFB TACAN 349° radial extending from the 11-mile radius area to 17.5 miles north of the TACAN; within 2 miles east and 6 miles west of the extended centerline of Runway 15 extending from the 11-mile radius area to 12.5 miles south of the south end of Runway 15; that airspace extending upward from 1,200 feet above the surface beginning at the intersection of longitude 106°04'00" W. and the arc of a 35-mile radius circle centered at latitude 32°51'04" N., longitude 106°06'05" W., thence clockwise via the arc of the 35-mile radius circle to latitude 32°43'15" N., to latitude 32°39'30" N., longitude 105°24'30" W., to latitude 32°33'35" N., longitude 105°30'00" W., to latitude 32°36'00" N., longitude 105°30'00" W., to latitude 32°36'00" N., longitude 106°06'00" W., to latitude 32°34'00" N., longitude 106°06'00" W., to latitude 32°34'00" N., longitude 106°15'00" W., to latitude 33°04'00" N., longitude 106°21'00" W., to latitude 33°11'00" N., longitude 106°17'00" W., to latitude 33°11'00" N., longitude 106°04'00" W., thence north along longitude 106°04'00" W., to the point of beginning; and within 5 miles each side of the Holloman TACAN 044° radial extending from the 35-mile radius arc to 41.5 miles northeast of the TACAN; within 5 miles each side of a direct line from the Holloman VOR to the Roswell, N. Mex., VORATC extending from the 35-mile radius arc to longitude 105°09'00" W.; within 5 miles each side of a direct line from the Holloman TACAN to the Roswell, N. Mex., VORTAC extending from the 35-mile radius arc to longitude 105°09'00" W.

AMENDMENTS 2/29/68 33 F. R. 66 (Added)

Alamosa, Colo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alamosa Municipal Airport (latitude 37°26'15" N., longitude 105°51'40" W.) and within 2 miles each side of the Alamosa VORTAC 127° and 307° radials, extending from the 5-mile radius area to 8 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 7 miles west and 11 miles east of the Alamosa VORTAC 339° radial, extending from the VORTAC to 33 miles north, within 8 miles northeast and 5 miles southwest of the 127° and 307° radials, extending from 3 miles northwest to 12 miles southeast of the VORTAC.

AMENDMENTS 9/14/67 32 F. R. 10346 (Changed)

Albany, Ga.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Albany Municipal Airport (latitude 31°32'08" N., longitude 84°11'34" W.); within a 10-mile radius of NAS Albany (latitude 31°35'50" N., longitude 84°05'05" W.); within 2 miles each side of the Albany VORTAC 145° radial, extending from the 9-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning NE of Albany at the INT of the S boundary of V-70 and the arc of a 40-mile radius circle centered at NAS Albany, thece clockwise along this arc to latitude 31°35'30" N., thence W along this latitude to the arc of a 30-mile radius circle centered at the Albany Municipal Airport, thence clockwise along this arc to a line 5 miles S of and parallel to the direct radials between the Dothan and Albany VORTACs, thence W along this line to a line extending through latitude 31°16'30" N., longitude 84°51'30" W., and latitude 31°37'30" N., longitude 84°46'00" W., thence N along this line to latitude 31°37'30" N., longitude 84°46'00" W., thence to latitude 31°41'20" N., longitude 84°56'55" W., thence to latitude 31°47'20" N., longitude 84°58'20" W., thence W along latitude 31°47'20" N., to the E boundary of V-241, thence N along this boundary to the INT of the S boundary of V-70, thence E along this boundary to point of beginning; and that airspace extending upward from 3,700 feet MSL beginning at the INT of the NE boundary of V-7 and a line extending from latitude 31°16'30" N., longitude 84°51'30" W. through latitude 31°14'35" N., longitude 85°10'45" W.; thence to latitude 31°16'30" N., longitude 84°51'30" W.; thence N along a line extending from latitude 31°16'30" N., longitude 84°51'30" W. through latitude 31°37'30" N., longitude 84°46'00" W., to the intersection of a line 5 miles S of and parallel to the direct radials between the Albany and Dothan VORTACs; thence E along this line to the arc of a 30-mile radius circle centered at the Albany Municipal Airport; thence counterclockwise along this arc to the W boundary of V-97/V-35W; thence S along this boundary to the NE boundary of V-7; thence NW along this boundary to point of beginning.

AMENDMENTS 10/12/67 32 F. R. 11772 (Rewritten)

Albany, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 42°44'48" N., 73°48'19" W. of Albany County Airport, Albany, N. Y., and within 5 miles east and 8 miles west of the Albany ILS localizer north course extending from the 9-mile radius area to 12 miles north of the OM; within 2 miles each side of the Albany VOR 013° radial extending from the 9-mile radius area to 15.5 miles north of the VOR; within 2 miles each side of the Albany VOR 094° radial extending from the 9-mile radius area to 12 miles east of the VOR; within 5 miles west and 8 miles east of the Albany VOR 182° radial extending from the 9-mile radius area to 12 miles south of the VOR; within a 7-mile radius of the center, 42°51'13" N., 73°55'48" W. of Schenectady County Airport, Schenectady, N. Y.; within 2 miles each side of the centerline of Runway 28 of the latter airport extended from the 7-mile radius area to 12 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 33 of the latter airport extended from the 7-mile radius area to 9 miles northwest of the end of the runway.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 44°00'00" N., 73°47'00" W. to 44°00'00" N., 73°16'00" W. to 43°47'00" N., 72°39'00" W., to 43°11'00" N., 72°39'00" W. to 42°02'00" N., 73°16'00" W. to 42°01'00" N., 74°30'00" W. to 43°19'00" N., 74°30'00" W. to the point of beginning.

Albemarle, N. C.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Albemarle Airport (latitude 35°20'20" N., longitude 80°10'30" W.); within 2 miles each side of a 331° bearing from a reference point located at latitude 35°22'40" N., longitude 80°11'38" W., extending from the 4-mile radius area to 8 miles NW of the reference point.

Albert Lea, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Albert Lea Municipal Airport (latitude 43°40'50" N., longitude 93°22'05" W.) and within 2 miles each side of the 345° bearing from Albert Lea Municipal Airport, extending from the 5-mile radius area to 8 miles N of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 165° and 345° bearings from Albert Lea Municipal Airport, extending from 6 miles S to 12 miles N of the airport, excluding the portion which overlies the Hope, Minn. transition area.

AMENDMENTS 3/2/67 32 F. R. 367 (Added)

Albuquerque, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.), and that airspace extending upward from 1,200 feet above the surface within a 46-mile radius of the Albuquerque VORTAC, excluding the portion within an 8-mile radius of OTTO Airport, Moriarity, N. Mex. (latitude 35°04'35" N., longitude 106°00'10" W.); within 10 miles E and 7 miles W of the Socorro, N. Mex., VORTAC 189° and 009° radials, extending from the 46-mile radius area to 20 miles S of the VORTAC, excluding the portion within R-5107C; within 10 miles S and 7 miles N of the Grants, N. Mex., VOR 267° and 087° radials, extending from the 46-mile radius area to 20 miles W of the VOR; and that airspace extending upward from 11,000 feet MSL within 5 miles each side of the Albuquerque VORTAC 339° radial, extending from the 46-mile radius area to 79 miles N of the VORTAC, and within 5 miles each side of the Albuquerque VORTAC 303° radial, extending from the 46-mile radius area to 79 miles NW of the VORTAC. The portions of this transition area within 5 miles each side of the Albuquerque VORTAC 303° and 339° radials, extending from the 46-mile radius area to 79 miles N and NW are excluded from Federal airways.

AMENDMENTS 6/30/67 32 F. R. 10193 (Changed)

Alexander City, Ala.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Thomas C. Russell Field Airport (latitude 32°55'15" N., longitude 85°57'45" W.); within 2 miles each side of the 171° bearing from the Alexander City RBN (latitude 32°53'10" N., longitude 85°57'30" W.), extending from the 5-mile radius area to 8 miles south of the RBN.

AMENDMENTS 1/4/68 32 F. R. 15095 (Added)

Alexandria, La.

That airspace extending upward from 700 feet above the surface within a 16-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.); within a 7-mile radius of Esler Field (latitude 31°23'45" N., longitude 92°17'40" W.); within 2 miles each side of the 151° bearing from the Alexandria RBN, extending from the England AFB 16-mile radius area to 12 miles southeast of the RBN; within 2 miles each side of the Alexandria VORTAC 151° radial, extending from the England AFB 16-mile radius area to 12 miles southeast of the VORTAC; within 2 miles each side of the Esler VOR 155° radial, extending from the Esler Field 7-mile radius area to 17 miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 30°37'00" N., longitude 92°50'00" W., to latitude 30°15'50" N., longitude 93°57'00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., to latitude 30°16'20" N., longitude 94°05'10" W. to latitude 30°35'45" N., longitude 94°14'15" W., to latitude 30°44'00" N., longitude 93°51'00" W., to latitude 31°08'00" N., longitude 94°02'00" W., to latitude 31°42'00" N., longitude 93°56'00" W., to latitude 31°42'00" N., longitude 93°51'00" W., to latitude 31°26'00" N., longitude 93°17'00" W., to latitude 31°49'00" N., longitude 92°51'30" W., to latitude 32°10'00" N., longitude 92°20'00" W., to latitude 32°05'00" N., longitude 91°57'00" W., to latitude 32°05'00" N., longitude 91°28'00" W., to latitude 31°04'00" N., longitude 91°29'20" W., to latitude 30°53'40" N., longitude 91°29'10" W., to latitude 30°46'20" N., longitude 91°50'40" W., to latitude 30°32'00" N., longitude 92°15'00" W., to latitude 30°04'00" N., longitude 92°24'45" W., to latitude 30°04'00" N., longitude 92°44'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to point of beginning; excluding the portion within the Natchez, Miss., transition area.

AMENDMENTS 5/25/67 32 F. R. 5465 (Rewritten); 12/7/67 32 F. R. 13806 (Changed)

PENDING AMENDMENT

The Alexandria, La., transition area is amended by deleting "to latitude 30°32'00" N., longitude 92°15'00" W., to latitude 30°04'00" N., longitude 92°24'45" W., to latitude 30°04'00" N., longitude 92°44'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to point of beginning;" and substituting therefor, "to latitude 30°32'00" N., longitude 92°15'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to point of beginning.

AMENDMENTS 2/1/68 32 F. R. 16202 (Changed)

Alexandria, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Alexandria Airport (latitude 45°52'05" N., longitude 95°23'39" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Alexandria VOR 051° and 231° radials extending from 6 miles SW to 13 miles NE of the VOR.

Alief, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Andrau Airpark (latitude 29°43'20" N., longitude 95°35'05" W.); and within 2 miles each side of the 352° bearing from the Andrau RBN extending from the 5-mile radius area to 8 miles N of the RBN.

Allegan, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Allegan, Mich., Padgham Field (latitude 42°31'55" N., longitude 85°49'30" W.), excluding the portion which coincides with the Battle Creek, Mich., transition area.

AMENDMENTS 8/17/67 32 F. R. 9156 (Added)

Allendale, S. C.
That airspace extending upward from 2,700 feet MSL bounded on the NW by V-70, on the SE by V-157, and on the SW by V-267, excluding Federal airways.

AMENDMENTS 3/30/67 32 F. R. 2441 (Rewritten)

Allentown, Pa.
That airspace extending upward from 700 feet above the surface within a 21-mile radius of the center, 40°39'10" N., 75°26'20" W., of Allentown-Bethlehem-Easton Airport, Allentown, Pa., extending clockwise from the 205° bearing from the airport to 5 miles northwest of the Allentown, Pa., VORTAC 043° radial; within 5 miles each side of the Allentown VORTAC 043° radial extending from the VORTAC to 18 miles northeast of the VORTAC; within a 12-mile radius of the airport extending clockwise from 5 miles southeast of the Allentown VORTAC 043° radial to the 205° bearing from the airport.

That airspace extending upward from 1,200 feet above the surface beginning at: 41°00'00" N., 75°45'00" W. to 41°00'00" N., 75°15'00" W. to 40°48'00" N., 75°00'00" W. to 40°49'00" N., 74°37'00" W. to 40°38'00" N., 74°49'30" W. to 40°31'15" N., 74°42'30" W. to 40°24'20" N., 74°45'40" W. to 40°30'00" N., 75°00'00" W. to 40°30'00" N., 75°20'30" W. to 40°07'00" N., 75°22'00" W. to 40°05'00" N., 75°25'40" W. to 40°05'00" N., 75°44'00" W. to 40°10'00" N., 75°44'00" W. to 40°15'00" N., 76°00'00" W. to 40°30'00" N., 76°15'00"W. to 40°30'00" N., 76°00'00" W. to 40°40'00" N., 76°00'00" W. to point of beginning.

Alliance, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Alliance Municipal Airport, and within 8 miles NE and 5 miles SW of the 146° bearing from the Alliance Airport extending from the airport to 12 miles SE of the airport, and within 8 miles SW and 5 miles NE of the 300° bearing from the Alliance Airport extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 146° bearing from the Alliance Airport extending from 12 miles SE of the airport to 16 miles SE of the airport and within 5 miles each side of the Scottsbluff, Nebraska, VORTAC 073° radial extending from the arc of a 20-mile radius circle centered on the Scottsbluff VORTAC to 33 miles E of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 4 nmi each side of a line extending from the Alliance Municipal Airport (latitude 42°02'50" N., longitude 102°48'30" W.) to the Chadron, Nebr., Municipal Airport (latitude 42°50'10" N., longitude 103°05'50"W.).

Alliance, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°58'56" N., 81°02'22" W., of Miller Airport, Alliance, Ohio, and within 2 miles each side of the Akron VOR 136° radial extending from the 5-mile radius area to the VOR, excluding the portion within the Akron, Ohio, transition area.

Alma, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Alma, Mich., Municipal Airport (latitude 43°23'25" N., longitude 84°38'25" W.), and within 2 miles each side of the 253° bearing from the Alma Municipal Airport extending from the radius area to 10 miles west of the airport.

Alpena, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Phelps-Collins Airport, Alpena, Mich. (latitude 45°05'00" N., longitude 83°33'00" W.); within 5 miles east and 8 miles west of the 180° and 360° bearings from the Alpena RBN, extending from 2 miles south to 12 miles north of the RBN, within 5 miles west and 8 miles east of the Alpena VORTAC 186° radial, extending from the VORTAC to 12 miles south of the VORTAC, within 5 miles east and 8 miles west of the Alpena VORTAC 346° radial, extending from the VORTAC to 12 miles north of the VORTAC, and within 5 miles northeast and 8 miles southwest of the Alpena VORTAC 306° radial, extending from the VORTAC to 12 miles northwest of the VORTAC, and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of Phelps-Collins Airport, within the arc of a 29-mile radius circle centered on the Alpena RBN, extending from a line 5 miles west of and parallel to the 360° bearing from the RBN clockwise to a line 5 miles east of and parallel to the 021° bearing from the RBN, within 6 miles southeast and 9 miles northwest of the Alpena VORTAC 232° radial extending from the 21-mile radius area to 48 miles southwest of the VORTAC, and within 6 miles northeast and 9 miles southwest of the Alpena VORTAC 305° radial extending from the 21-mile radius area to 48 miles northwest of the VORTAC, excluding the portion which coincides with the Oscoda, Mich., transition area.

AMENDMENTS 12/7/67 32 F. R. 14266 (Rewritten); Corr: 32 F. R. 15579

PENDING AMENDMENT

Alva, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alva Municipal Airport (latitude 36°46'00" N., longitude 98°40'00" W.); within 2 miles each side of the 170° bearing from the Alva RBN (latitude 36°46'47" N., longitude 98°40'34" W.), extending from the 5-mile radius area to 8 miles south of the RBN; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 36°50'30" N., longitude 98°50'30" W., to latitude 36°34'40" N., longitude 98°47'00" W., to latitude 36°37'00" N., longitude 98°30'00" W., thence north via longitude 98°30'00" W. to and west via the south boundary of V-190 to the southeast boundary of V-12, thence to point of beginning, excluding the portion within Federal airways.

AMENDMENTS 2/29/68 33 F. R. 12 (Added)

Amarillo, Tex.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Amarillo AFB/Municipal Airport (latitude 35°13'10" N., longitude 101°42'40" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°01'00" N., longitude 101°24'00" W.; to latitude 35°58'00" N., longitude 101°13'00" W.; to latitude 35°43'00" N., longitude 101°13'00" W.; to latitude 35°42'00" N., longitude 100°29'00" W.; to latitude 35°28'00" N., longitude 100°29'00" W.; to latitude 35°23'00" N., longitude 100°50'00" W.: to latitude 35°13'00" N., longitude 100°50'00" W.; to latitude 35°13'00" N., longitude 101°10'00" W.: to latitude 34°59'00" N., longitude 101°10'00" W.; to latitude 34°59'00" N., longitude 101°27'00" W.: to latitude 34°40'00" N., longitude 101°36'00" W.; to latitude 34°40'00" N., longitude 102°18'00" W.: to latitude 35°09'00" N., longitude 102°25'00" W.; to latitude 35°32'00" N., longitude 102°09'00" W.: to latitude 35°44'00" N., longitude 102°23'00" W.; to latitude 35°54'00" N., longitude 102°10'00" W.: to latitude 35°40'00" N., longitude 101°54'00" W.: to latitude 35°43'00" N., longitude 101°44'00" W.: to latitude 35°59'00" N., longitude 101°30'00" W.: to point of beginning: and that airspace extending upward from 8,000 feet m.s.l. within 5 miles each side of the Amarillo VORTAC 297° radial, extending from the 1,200-foot area boundary to 52 miles NW of the VORTAC: excluding the portion of the transition area with a floor of 8,000 feet m.s.l. that lies within federal airways.

Amchitka, Alaska

That airspace extending upward from 700 feet above the surface within 8 miles north and 5 miles south of the 082° bearing from the Amchitka RBN extending from the RBN to 11.5 miles east; within 8 miles southeast and 5 miles northwest of the 247° bearing from the Amchitka RBN, extending from the RBN to 11.5 miles southwest; and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Amchitka Airport (latitude 51°22'45" N., longitude 179°15'42" E.).

AMENDMENTS 10/12/67 32 F. R. 11773 (Added)

Ames, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ames Municipal Airport (latitude 41°59'25" N., longitude 93°37'05" W.) and within 5 miles SW and 8 miles NE of the 127° bearing from Ames Municipal Airport, extending from the airport to 12 miles SE.

Anchorage, Alaska

That airspace extending upward from 700 feet above the surface within an 18-mile radius of the Anchorage airport surveillance radar antenna site (latitude 61°16'N., longitude 149°50' W.); within 2 miles each side of the Anchorage RR SW course extending from the 18-mile radius transition area to 10 miles SW of the RR, and within 5 miles north and 8 miles south of the Anchorage VOR 260° Radial, extending from the 18-mile radius transition area to 12 miles west of the Anchorage VOR; that airspace extending upward from 1,200 feet above the surface within a 72-mile radius of the Anchorage VOR extending clockwise from the SW boundary of Victor Airway 440, northwest of Anchorage, to the S boundary of Green Federal airway No. 8, northeast of Anchorage, and within a 55-mile radius of the Anchorage VOR extending clockwise from the S boundary of Green Federal airway No. 8, northeast of Anchorage, to the SW boundary of Victor Airway 440, northwest of Anchorage; and that airspace extending upward from 14,500 feet m.s.l. within a 172-mile radius of the Anchorage VOR, excluding the portions within the United States, Federal airways, Control 1218, Control 1310, the Cordova, Alaska, and Middleton Island, Alaska, control area extensions, the King Salmon, Alaska, transition area, and the Anchorage Oceanic Control Area.

Anderson, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Anderson Municipal Airport, Anderson, Indiana (Lat. 40°06'30" N., Long. 85°36'55" W.); and within 2 miles each side of the 298° bearing from Anderson Municipal Airport extending from the 5-mile radius to 13 miles NW of the airport.

Anderson, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Anderson County Airport (latitude 34°29'40" N., longitude 82°42'30" W.).

Andover, N. J.
That airspace extending upward from 700 feet above the surface wtihin a 7-mile radius of the center, 41°00'30" N., 74°44'20" W. of Aeroflex-Andover Airport, Andover, N. J., and within 5 miles north and 8 miles south of the Stillwater, N. J., VOR 263° radial extending from the VOR to 12 miles west of the VOR within 2 miles each side of the Stillwater, N. J. VOR 083° radial extending from the 7-mile radius area to the VOR effective from sunrise to sunset daily.

That airspace extending upward from 1200 feet above the surface bounded by a line beginning at: 41°19'00" N., 74°33'00" W.; 40°49'00" N., 74°37'00" W.; 40°48'00" N., 75°00'00" W.; 40°56'16" N., 75°11'04" W.; 41°31'00" N., 75°07'00" W. to point of beginning.

Aniak, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the 230° bearing from the Aniak RBN extending from 8 miles SW to 18 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 7 miles NE and 8 miles SW of the 140° and 320° bearings from the Aniak RBN extending from 7 miles NW to 18 miles SE of the RBN.

PENDING AMENDMENT

Ann Arbor, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ann Arbor Municipal Airport (latitude 42°13'25" N., longitude 83°44'30" W.); and within a 5-mile radius of Young Field (latitude 42°17'40" N., longitude 83°51'45" W.), excluding the portion which overlies the Detroit, Mich., 700-foot floor transition area.

AMENDMENTS 2/1/68 32 F. R. 17576 (Added)

Annette Island, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Annette Island ILS localizer NW course, extending from 5 miles NW to 15.5 miles NW of the Annette Island Airport (latitude 55°02'30" N., longitude 131°34'05" W.), and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 17 miles NE of the 142° and 322° bearings from the Annette RR, extending from 40 miles NW of the RR to a line 3 miles N of and parallel to the United States/Canadian border, including that airspace within 5 miles of the Annette Island VOR 315° radial, extending from the VOR to 56 miles NW.

Anniston, Ala.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Anniston Calhoun County Airport (latitude 33°35'23" N., longitude 85°51'20" W.); within 2 miles each side of the 235° bearing from the Anniston RBN extending from the 8-mile radius area to 12 miles SW of the airport.

AMENDMENTS 8/2/67 32 F. R. 11630 (Changed)

Appleton, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Outagamie County Airport (latitude 44°15'40" N., longitude 88°31'10" W.); within 2 miles each side of the 135° bearing from Outagamie County Airport, extending from the 6-mile radius area to 15 miles southeast of the airport; and within 2 miles each side of the 285° bearing from Outagamie County Airport, extending from the 6-mile radius area to 8 miles west of the airport.

AMENDMENTS 8/17/67 32 F. R. 9157 (Rewritten)

Arcata, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 323° and 153° bearings from the Arcata RBN, extending from 7.5 miles NW to 15 miles SE of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the W by longitude 124°30'00" W., on the N by latitude 41° 16'00" N., on the E and S by a line 9 miles NE of and parallel to the 333° and 153° bearings from the Arcata RBN to latitude 40°34'00" N., thence to latitude 40°22'00" N., longitude 124°12'00" W., thence to latitude 40°22'00" N., longitude 124°30'00" W.; and within 9 miles each side of the Fortuna, Calif., VOR 110° radial, extending from the VOR to 61 miles E of the VOR.

Ardmore, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Ardmore Municipal Airport (latitude 34°18'00" N., longitude 97°00'50" W.); within a 5-mile radius of the Downtown Ardmore Airport (latitude 34°09'30" N., longitude 97°08'00" W.); within 2 miles each side of the Ardmore VOR 233° and 053° radials, extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles N and 8 miles S of the 265° and 085° bearings from the Ardmore RBN, extending from 3 miles E to 8 miles W of the RBN.

Arkansas City/Winfield, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Strother Field (latitude 37°10'10" N., longitude 97°02'25" W.).

AMENDMENTS 11/9/67 32 F. R. 13220 (Added)

Asheboro, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Asheboro Municipal Airport (latitude 35°39'18" N., longitude 79°53'41" W.).

AMENDMENTS 11/9/67 32 F. R. 13119 (Added)

Asheville, N. C.
That airspace extending upward from 700 feet above the surface within 2 miles W and 8 miles E of a 340° bearing from the Broad River RBN extending from the RBN to to 7 miles N; within 2 miles E and 6 miles W of a 160° bearing from the Broad River RBN, extending from the RBN to 3 miles S of the RBN; within 2 miles each side of the Asheville VORTAC 244° radial extending from 1 mile SW to 8 miles SW; and within 5 miles W and 6 miles E of the 159° and 339° bearings from the Asheville RBN extending from 6 miles N to 10 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of a 25-mile arc centered at Asheville Airport (latitude 35°26'00" N., longitude 82°32'25" W.) and a line 10 miles southwest of and parallel to the centerline of V-185, extending clockwise along this arc to a line 7 miles northwest of and parallel to the centerline of V-222, thence northeast along this line to a line 7 miles southwest of and parallel to the centerline of V-259, thence northwest along this line to latitude 35°54'00" N., thence east along latitude 35°54'00" N. to the southwest boundary of V-259, thence southeast along the southwest boundary of V-259 to the northwest boundary of V-20, thence southwest along the northwest boundary of V-20 to the north boundary of V-296, thence west along the north boundary of V-296 to the southeast boundary of V-222, thence southwest along the southeast boundary of V-222 to a line 6 miles west of and parallel to the 160° and 340° bearings from the Broad River RBN, thence north along a line 6 miles west of and parallel to the 160° and 340° bearings from the Broad River RBN to a line 10 miles southwest of and parallel to the centerline of V-185, thence northwest along this line to the point of beginning.

AMENDMENTS 7/20/67 32 F. R. 7253 (Changed)

Ashland, Ky.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 38°33'15" N., 82°44'20" W., of Ashland-Boyd County Airport, Ashland, Ky.; within 2 miles each side of the Runway 10 centerline extended from the 6-mile radius area to 9 miles east of the end of the runway; within 2 miles each side of the Runway 28 centerline extended from the 6-mile radius area to 9 miles west of the end of the runway and within 2 miles each side of the York VOR 116° radial extending from the 6-mile radius area to the VOR.

AMENDMENTS 10/12/67 32 F. R. 11850 (Added)

Ashland, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of John F. Kennedy Memorial Airport (latitude 46°32'55" N., longitude 90°55'00" W.) and within 2 miles each side of the 208° bearing from John F. Kennedy Memorial Airport, extending from the 5-mile radius area to 8 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 208° bearing from John F. Kennedy Memorial Airport extending from the airport to 12 miles SW of the airport.

AMENDMENTS 4/27/67 32 F. R. 3768 (Added)

Astoria, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Astoria VOR 309° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport, Astoria, Oreg. (latitude 46°09'25" N., longitude 123°52'40" W.) to 8 miles NW of the Fort Stevens FM (latitude 46°12'31" N., longitude 123°57'51" W.), and within 2 miles each side of the Astoria VOR 347° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 6 miles NE and 5 miles SW of the Astoria VOR 147° and 327° radials, extending from 7 miles SE to 13 miles NW of the VOR; within 9 miles S and 2 miles N of the Astoria VOR 268° radial, extending from the VOR to 13 miles W of the VOR, and within 5 miles NE and 8 miles SW of the Astoria VOR 309° radial, extending from the Fort Stevens FM to 12 miles NW of the FM.

Athens, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°20'09" N., 82°04'16" W., of Ohio University Airport, Athens, Ohio, and within 2 miles each side of the 089° bearing from the Athens RBN extending from the 6-mile radius area to 8 miles E of the RBN.

Athens, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Glad Oaks Airport, Athens, Tex. (latitude 32°01'15" N., longitude 95°41'45" W.); and within 2 miles each side of the 348° bearing from the Glad Oaks RBN, extending from the 5-mile radius area to 8 miles N of the RBN.

Atlanta, Ga.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.), excluding the airspace within a 1.5 mile-radius of the South Fulton Skyport, Atlanta, Ga. (latitude 33°32'47" N., longitude 84°38'31" W.), and the Gunn Airport, Atlanta, Ga. (latitude 33°43'14" N., longitude 84°09'56" W.); within a 5-mile radius of the DeKalb-Peachtree Airport, Chamblee, Ga. (latitude 33°52'30" N., longitude 84°18'10" W.); within 5 miles SW and 8 miles NE of the Atlanta ILS localizer SE course, extending from the LOM to 12 miles SE of the LOM; within 2 miles each side of the 114° bearing from the Runway 33 LOM, extending from the 15-mile radius area to 17 miles SE of the LOM; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of the Atlanta Airport; within a 30-mile radius of Lost Mountain, Ga., RBN; that airspace NW of Lost Mountain, Ga., extending from the 30-mile radius area bounded on the W by longitude 85°00'00" W., on the N by latitude 34°30'00" N., and on the E by the W boundary of V-5W, excluding the portion that coincides with the Chattanooga, Tenn., transition area; that airspace N of Atlanta extending from the 50-mile radius area bounded on the W by V-51, on the N by V-54, on the E by V-267; that airspace NE of Atlanta bounded on the N by V-54 on the E by a line 5 miles E of and parallel to the Knoxville VORTAC 166° radial and the Norcross VORTAC 025° radial, on the S by V-222 and on the W by V-267; that airspace NE and E of Atlanta extending from the 50-mile radius area bounded on the NW by V-222, on the E by a ling extending from the SE boundary of V-222 west of Greenville, S. C., counterclockwise along the arc of a 30-mile radius circle centered at latitude 34°48'45" N., longitude 82°20'30" W., to its INT with the arc of a 15-mile radius circle centered at the Greenwood VOR, thence counterclockwise along this arc to its INT with the N boundary of V-454, thence via the N boundary of V-454 to longitude 83°00'00" W., thence via longitude 83°00'00" W. to the N boundary of V-18S, and on the S by the N boundary of V-18S; that airspace SW of Atlanta extending from the 50-mile radius area bounded on the N by V-18, on the S by V-20N, on the SW by V-159 and on the W by longitude 86°00'00" W., and that airspace W of Atlanta extending from the 50-mile radius area bounded on the N by a line 12 miles N of and parallel to the Runway 9L ILS localizer W course, on the S by V-18, and on the W by longitude 85°33'00" W., excluding the portion within R-3001.

Atlanta, Ga. (Dobbins AFB/NAS Atlanta).

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Dobbins AFB/NAS Atlanta (latitude 33°55'00" N., longitude 84°31'00" W.); within 2 miles each side of the NAS Atlanta TACAN 301° radial extending from the 7-mile radius area to 10 miles NW of the TACAN; within 2 miles each side of the Norcross, Ga., VORTAC 265° radial extending from the 7-mile radius area to 9 miles W of the Dobbins AFB/NAS Atlanta Airport Reference Point (latitude 33°55'00" N., longitude 84°31'00" W.); excluding that airspace within a 15-mile radius of the Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.).

Atlantic, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Atlantic Municipal Airport (latitude 41°24'20" N., longitude 95°02'45" W.); and within 5 miles NE and 8 miles SW of the 313° bearing from the Atlantic, Iowa, RBN, extending from the RBN to 12 miles NW.

Atlantic City, N. J.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°27'25" N., 74°34'45" W. of Atlantic City Municipal (Pomona) Airport, Atlantic City, N. J., and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3 NM offshore; on the SE by a line 3 NM offshore; and on the NE by the Atlantic City VORTAC 112° radial, within 8 miles SW and 5 miles NE of the Atlantic City ILS localizer NW course extending from the 12-mile radius area to 12 miles NW of the OM.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 39°43'00" N., 74°48'00" W. to 39°37'31" N., 74°20'02" W. to 39°31'45" N., 74°15'55" W. to 39°08'00" N., 74°51'00" W. to 38°57'30" N., 74°59'20" W. to 39°26'20" N., 75°19'58" W. to 39°30'30" N., 75°23'00" W. to 39°37'00" N., 75°10'00" W. to 39°33'00" N., 75°07'00" W. to point of beginning.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed); Corr: 32 F. R. 6345;

Atterbury, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bakalar AFB (latitude 39°15'50" N., longitude 85°53'55" W.) and within 2 miles each side of the 044° bearing from the AFB, extending from the 6-mile radius zone to 12 miles NE of the AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 39°30'00" N., on the E by longitude 85°39'00" W., on the S by latitude 39°10'00" N.. and on the W by longitude 86°06'00" W.

Auburn, Ala.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Auburn-Opelika Airport (latitude 32°36'55" N., longitude 85°26'10" W.) and within 2 miles each side of the Tuskegee, Ala., VOR 056° radial extending from the 5-mile radius area to the VOR.

Auburn, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Auburn Airport (latitude 41°19'00" N., longitude 85°04'00" W.) and within 2 miles each side of the Fort Wayne, Ind., VORTAC 015° radial extending from the 5-mile radius area to 7 miles S of the Auburn Airport.

Auburn, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°02'55" N., 70°17'00" W., of Auburn-Lewiston Municipal Airport, Auburn, Maine; within 2 miles each side of the 025° and 205° bearings of the New Gloucester, Maine, RBN extending from the 5-mile radius area to 8 miles southwest of the RBN; and within 2 miles each side of the 049° bearing of the New Gloucester RBN extending from the RBN to 12 miles NE of the RBN.

Augusta, Ga.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Bush Field, Augusta, Ga. (latitude 33°22'10" N., longitude 81°57'55" W.); within a 5-mile radius of Daniel Field, Augusta, Ga. (latitude 33°27'55" N., longitude 82°02'25" W.); within 8 miles W and 5 miles E of the Augusta LOM 168° bearing, extending from the Bush Field 9-mile radius area to 12 miles S of the LOM; within 2 miles each side of the Augusta VOR 140° and 320° radials, extending from the Daniel Field 5-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the 346° bearing from the Augusta RBN, extending from the Daniel Field 5-mile radius zone to 8 miles N of the RBN; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from the intersection of longitude 82°50'00" W., and a line 10 miles N of and parallel to the Augusta VOR 278° radial; thence E via a line 10 miles N of and parallel to the Augusta VOR 278° radial; to and clockwise along the arc of a 23-mile radius circle centered at the Augusta VOR; to and N along a line 10 miles W of and parallel to the Augusta VOR 359° radial; to and counterclockwise along the arc of a 15-mile radius circle centered on the Greenwood, S. C., VOR; to and S along a line 8 miles E of and parallel to the Augusta VOR 359° radial; to and clockwise along the arc of a 23-mile radius circle centered on the Augusta VOR; to and NE along the N boundary of V-155; to longitude 81°41'30" W.; to latitude 33°46'00" N., longitude 81°37'00" W.; to latitude 33°23'25" N., longitude 81°37'00"W.; thence via a line extending through latitude 33°23'25" N., longitude 81°37'00" W., and latitude 33°05'30" N., longitude 81°48'45" W.; to and S along the E boundary of V-185; to and SW along the N boundary of V-70; to and N along a line 8 miles W of and parallel to the Augusta VOR 157° radial: to latitude 33°03'30" N., longitude 82°02'20" W.; to latitude 33°03'50" N., longitude 82°50'00" W., thence N via longitude 82°50'00" W., to the point of beginning; and that airspace extending upward from 3,000 feet MSL bounded on the N by a line extending from latitude 33°03'40" N., longitude 82°30'00" W.; to latitude 33°03'30" N., longitude 82°02'20" W., on the E by a line 8 miles W of and parallel to the Augusta VOR 157° radial, on the S by the N boundary of V-70, and on the W by longitude 82°30'00" W.; excluding that portion within R-6004.

AMENDMENTS 2/27/67 32 F. R. 3766 (Changed)

Augusta, Maine

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center (44°19'15" N., 69°47'45" W.), of Augusta State Airport, Augusta, Maine, and within 2 miles each side of the Capital City, Maine, RBN (44°20'18" N., 69°48'42" W.) 333° bearing extending from the 8-mile radius area to 8 miles northwest of the RBN.

AMENDMENTS 6/22/67 32 F. R. 7493 (Rewritten)

Austin, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Austin Municipal Airport, Austin, Minnesota (latitude 43°40'00" N., longitude 92°55'58" W.), and within 5 miles E and 8 miles W of the 351° bearing from Austin Municipal Airport, extending from the airport to 12 miles N and within 5 miles W and 8 miles E of the 176° bearing from the airport extending from the airport to 12 miles S.

Austin, Tex.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 30°23'25" N., longitude 97°43'35" W.; within a 7-mile radius of Bergstrom AFB; within 2 miles each side of the Bergstrom ILS localizer S course, extending from the 7-mile radius area to 12 miles S of the LOM; within 2 miles each side of the Bergstrom VOR 002° and 182° radials, extending from the 7-mile radius area to 12 miles S of the VOR; and within 2 miles each side of the Austin ILS localizer SE course, extending from the 7-mile radius area to 8 miles SE of the Austin LOM; and that airspace extending upward from 1,200 feet above the surface within an area beginning at latitude 30°33'30" N., longitude 98°31'30" W.; to latitude 30°48'00" N., longitude 98°03'00" W.; to latitude 30°48'00" N., longitude 97°39'00" W.; to latitude 30°57'00" N., longitude 97°36'00" W.; to latitude 30°55'00" N., longitude 97°26'00" W.; to latitude 30°48'00" N., longitude 97°14'00" W.; to latitude 30°48'00" N., longitude 97°05'20" W.; to latitude 29°54'00" N., longitude 96°49'00" W.; to latitude 29°45'30" N., longitude 98°06'00" W.; thence to point of beginning; and that airspace extending upward from 4,500 feet MSL within an area beginning at latitude 30°48'00" N., longitude 97°05'20" W.; to latitude 30°51'00" N., longitude 96°56'00" W.; to latitude 30°39'15" N., longitude 96°38'00" W.; to latitude 30°33'00" N., longitude 96°40'00" W.; to latitude 30°30'30" N., longitude 96°32'00" W.; to latitude 30°26'00" N., longitude 96°58'30" W.; thence to point of beginning.

Babylon, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Republic Airport, Farmingdale, N. Y. (latitude 40°43'45" N., longitude 73°24'50" W.); within 2 miles each side of the 158° bearing from the Babylon RBN extending from the Republic Airport 8-mile radius area to 8 miles S of the RBN; within 2 miles each side of the 165° bearing from the Babylon RBN extending from the Republic Airport 8-mile radius area to 8 miles S of the RBN; and within an 8-mile radius of Grumman Bethpage Airport, Bethpage, N. Y. (latitude 40°44'46" N., longitude 73°29'36" W.); within a 5-mile radius of Deer Park Airport, Deer Park, N. Y. (latitude 40°45'31" N., longitude 73°18'35" W.); and within 2 miles each side of the Deer Park VORTAC 007° radial extending from the 5-mile radius area to 8 miles N of the VORTAC, excluding the portion within the Islip, N. Y., and New York, N. Y., transition areas.

Baker, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baker Municipal Airport (latitude 44°50'25" N., longitude 117°48'35" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 6 miles SW of the Baker VORTAC 138° and 317° radials, extending from 14 miles SE to 16 miles NW of the VORTAC.

Bakersfield. Calif.

That airspace extending upward from 700 feet above the surface within 4 miles NE and 5 miles SW of 135° and 315° bearings from the Bakersfield LOM. extending from the arc of a 5-mile radius circle centered on Meadows Field. Bakersfield. Calif. (latitude 35° 25' 40" N.. longitude 119° 03' 05" W.). to 10 miles SE of the LOM; and that airspace extending upward from 1.200 feet above the surface bounded on the E by longitude 118° 45' 00" W.. on the S by latitude 35° 05' 00" N.. on the W by a line extending from latitude 35° 05' 00" N.. longitude 120° 05' 00" W.. to latitude 35° 43' 50" N.. longitude 120° 05' 00" W. to latitude 35° 43' 50" N. longitude 119° 30' 00" W. to latitude 36° 00' 00" N. longitude 119° 30' 00" W. and on the N by latitude 36° 00' 00" N.

Baltimore, Md.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 39°10'25" N., 76°40'15" W., of Friendship International Airport, Baltimore, Md.; within 2 miles each side of the runway 33 centerline extended from the 9-mile radius area to 9 miles northwest of the end of the runway; within 5 miles north and 8 miles south of the Baltimore ILS west course extending from the 9-mile radius area to 12 miles west of the OM; within a 6-mile radius of the center, 39°19'35" N., 76°25'00" W., of Martin Airport, Baltimore, Md.; within 2 miles each side of the runway 14 centerline extended from the 6-mile radius area to 7 miles southeast of the end of the runway; within 2 miles each side of the runway 36 centerline extended from the 6-mile radius area to 9 miles north of the end of the runway; within 2 miles each side of a 132° bearing from the Martin RBN (39°18'15" N., 76°22'45" W.) extending from the 6-mile radius area to 8 miles southeast of the RBN; within 2 miles each side of the Martin TACAN (39°19'18" N., 76°24'42" W.) 317° radial extending from the 6-mile radius area to 15 miles northwest of the TACAN and within a 19-mile radius arc of the Baltimore VORTAC extending clockwise from the Baltimore VORTAC 004° radial to the 035° radial.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 38°47'00" N., 76°16'00" W., to 38°57'00" N., 75°53'00" W. to 39°10'00" N., 75°53'00" W. to 39°18'20" N., 75°36'40" W. to 39°50'00" N., 76°19'40" W. to 39°50'00" N., 77°30'00" W. to 39°16'00" N., 77°30'00" W. to 39°18'00" N., 77°22'00" W. to 39°09'00" N., 77°12'00" W. to 38°57'00" N., 76°22'00" W. to the point of beginning.

AMENDMENTS 12/7/67 32 F. R. 14152 (Changed)

Bangor, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius arc of the center (44°48'20" N., 68°49'32" W.), of the Dow AFB, Bangor, Maine, extending clockwise from 245° to 093°; within a 12-mile radius arc of Dow AFB extending clockwise from 093° to 245°; within 2 miles each side of the Bangor VORTAC 318° radial extending from the VORTAC to 12 miles NW of the VORTAC; within 5 miles E and 8 miles W of the Bangor ILS localizer SE course extending from the OM to 12 miles SE of the OM; within a 4-mile radius area of the center (44°57'10" N., 68°40'15" W.), of Old Town Municipal Airport, Old Town, Maine, and within 2 miles each side of the Bangor VORTAC 053° radial extending from the Old Town Municipal Airport 4-mile radius area to the VORTAC; and that airspace extending upward from 1.200 feet above the surface bounded by a line beginning at latitude 44° 50' 00" N., longitude 67° 56' 00" W., to latitude 44° 18' 30" N., longitude 67° 56' 00" W., to latitude 43° 52' 00" N., longitude 69° 00' 00" W., to latitude 43° 48' 00" N., longitude 69° 03' 00" W., to latitude 43° 50' 00" N., longitude 69° 18' 00" W.,to latitude 43° 59' 00" N., longitude 69° 16' 00" W., to latitude 44° 09' 00" N., longitude 69° 39' 00" W., thence clockwise via the arc of a 14-mile radius circle centered on the Augusta, Maine, VOR to latitude 44° 09' 00" N., longitude 69° 57' 00" W., to latitude 44° 03' 00" N., longitude 70° 06' 00" W., to latitude 43° 50' 00" N., longitude 70° 12' 00" W., to latitude 43° 55' 00" N., longitude 70° 28' 00" W., to latitude 44° 05' 00" N., longitude 70° 23' 00" W., to latitude 44° 12' 00" N., longitude 70° 10' 00" W., to latitude 44° 16' 00" N., longitude 70° 14' 00" W., to latitude 44° 39' 00" N., longitude 69° 47' 00" W., to latitude 44° 50' 00" N., longitude 69° 47' 00" W., to latitude 45° 12' 00" N., longitude 69° 23' 00" W., to latitude 45° 24' 00" N., longitude 68° 55' 00" W., to latitude 45° 30' 00" N., longitude 68° 31' 00" W.. to latitude 45° 27' 00" N., longitude 68° 20' 00" W., to latitude 45° 33' 00" N., longitude 68° 16' 00" W., to latitude 45° 38' 00" N., longitude 67° 40' 30" W., thence via the United States/Canadian border to latitude 45° 09' 00" N., longitude 67° 23' 00" W., to latitude 45° 07' 00" N., longitude 67° 30' 00" W., to latitude 44°50'00" N., longitude 67°30'00" W., to the point of beginning.

That airspace extending upward from 5,500 feet MSL bounded by a line beginning at 45°24'00" N., 68°55'00" W., to 45°12'00" N., 69°23'00" W., to 45°07'30" N., 69°28'00" W., to 45°23'00" N., 69°48'00" W., to 45°23'00" N., 69°30'00" W., to the point of beginning.

AMENDMENTS 5/25/67 32 F. R. 5769 (Changed)

Baraboo, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bell Airport, Baraboo, Wis. (latitude 43°31'13" N.; longitude 89°46'09" W.); and within 2 miles each side of the Dells VOR 013° radial, extending from the 5-mile radius to 8 miles N of the VOR.

Bar Harbor, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bar Harbor Municipal Airport (latitude 44°27'00" N., longitude 68°21'45" W.); within 2 miles each side of the 019° bearing from the Bar Harbor RBN, extending from the 5-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the 331° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles NW of the airport; within 2 miles each side of the 201° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles SW of the airport; and within 2 miles each side of the 271° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles W of the airport.

Bartlesville, Okla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Phillips Airport (latitude 36°45'45" N., longitude 96°00'30" W.); and within 2 miles each side of the Bartlesville VOR 355° radial, extending from the 8-mile radius area to 8 miles north of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 8 miles west of the Bartlesville VOR 355° radial extending from the VOR to 13 miles north of the VOR; and within 5 miles each side of the Bartlesville VOR 184° radial, extending from the VOR to 18 miles south excluding the portion within the Tulsa, Okla., transition area.

Batavia, N. Y.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Batavia Airport (latitude 43°01'55" N., longitude 78°10'20" W.), and within 2 miles each side of the 192° bearing from the Batavia Airport, extending from the 4-mile radius area to 12 miles S of the airport.

Batesville, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Batesville Municipal Airport (latitude 35°43'50" N., longitude 91°38'25" W.), and within 2 miles each side of the 106° bearing from the Batesville RBN (latitude 35°43'44" N., longitude 91°38'17" W.), extending from the 5-mile radius area to 8 miles east of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the 106° bearing, extending from the Batesville RBN to a point 12 miles east, and that airspace within 5 miles each side of the Walnut Ridge VORTAC 236° radial, extending from the Walnut Ridge transition area to the Batesville RBN.

AMENDMENTS 6/22/67 32 F. R. 5677 (Added)

Baton Rouge, La.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ryan Airport, Baton Rouge, La. (latitude 30°31'55" N., longitude 91°09'00" W.); within 2 miles each side of the Baton Rouge ILS localizer SE course extending from the 7-mile radius area to 7.5 miles SE of Ryan Airport, within 5 miles NE and 8 miles SW of the Baton Rouge ILS localizer NW course extending from the OM to 12 miles NW and within 2 miles each side of the Baton Rouge VORTAC 071° radial extending from the 7-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 30°07'40" N., longitude 91°36'45" W.; to latitude 30°46'20" N., longitude 91°50'40" W.; to latitude 30°53'40" N., longitude 91°29'10" W.; to latitude 31°04'00" N., longitude 91°29'20" W.; to latitude 31°04'40" N., longitude 91°14'20" W.; to latitude 30°38'00" N., longitude 90°48'00" W.; to latitude 30°17'00" N., longitude 90°45'00" W.; to latitude 30°13'00" N., longitude 90°57'00" W.; to point of beginning, excluding the portion within the McComb, Miss., transition area.

Battle Creek, Mich.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 8 miles NW and 5 miles SE of the Battle Creek ILS localizer NE course extending from the 12-mile radius area to 12 miles NE of the OM, within a 13-mile radius of Kalamazoo Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.); within 8 miles W and 5 miles E of the Kalamazoo ILS localizer N course extending from the 13-mile radius area to 17 miles N of the airport; within a 4-mile radius of Haines Field, Three Rivers, Mich. (latitude 41° 57' 30" N., longitude 85° 35' 30" W.), and within 8 miles NW and 5 miles SE of the 034° bearing from Haines Field, extending from the 4-mile radius area to 12 miles NE of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42° 38' 00" N., on the E by longitude 84° 50' 00" W., on the S by latitude 41° 40' 00" N., on the SW by V-277, and on the W by longitude 86° 00' 00" W.

Battle Mountain, Nev.

That airspace extending upward from 700 feet above the surface, within a 5-mile radius of Lander County Airport (latitude 40°35'55" N., longitude 116°52'25" W.), and within 2 miles each side of the Battle Mountain VOR 218° radial, extending from the 5-mile radius area to 8 miles SW of the VOR; that airspace extending upward from 1,200 feet above the surface, within 9 miles N and 6 miles S of the Battle Mountain VOR 077° and 257° radials, extending from 18 miles E to 2 miles W of the VOR, within 8 miles NW and 5 miles SE of the Battle Mountain VOR 038° and 218° radials, extending from 4 miles NE to 14 miles SW of the VOR, and within 5 miles each side of the Battle Mountain VOR 218° radial, extending from 14 miles to 26 miles SW of the VOR.

AMENDMENTS 9/14/67 32 F. R. 9642 (Added)

Baudette, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baudette International Airport, Baudette, Minn. (latitude 48°43'25" N., longitude 94°36'24" W.) and within 2 miles each side of the 111° bearing from Baudette International Airport extending from the 5-mile radius area to 8 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 111° and 291° bearings from Baudette International Airport extending from 7 miles W to 13 miles E of the airport, excluding the portion outside of the United States.

Bay City, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the James Clements Municipal Airport (latitude 43°32'45" N., longitude 83°53'40" W.) excluding the portion within the Saginaw, Mich., control zone.

AMENDMENTS 4/27/67 32 F. R. 3091 (Added)

Beatrice, Nebr.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Beatrice Municipal Airport (latitude 40°18'00" N., longitude 96°45'15" W.), and within 8 miles SW and 5 miles NE of the Beatrice VOR 319° radial extending from the VOR to a point 12 miles NW of the VOR.

Beaufort, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of MCAS Beaufort (latitude 32°28'40" N., longitude 80°43'20" W.); within a 1.5-mile radius of Beaufort County Airport (latitude 32°24'40" N., longitude 80°38'05" W.).

Beaumont, Tex.

That airspace extending upward from 700 feet within 2 miles each side of the Beaumont ILS localizer northwest course extending from the OM to 8 miles northwest of the OM, within 2 miles each side of the Beaumont ILS localizer southeast course extending from the arc of a 5-mile radius circle centered at the Jefferson County Airport (latitude 29°57'05" N., longitude 94°01'10" W.) to 17 miles southeast of the approach end of Runway 29, and within 2 miles each side of the Beaumont VOR 333° radial extending from the VOR to 14 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of latitude 29°54'40" N., longitude 94°02'40" W.

AMENDMENTS 12/7/67 32 F. R. 13806 (Rewritten)

Beaver Falls, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°46'21" N., 80°23'37" W. of Beaver County Airport, Beaver Falls, Pa., and within 2 miles each side of the Elwood City, Pa. VOR 248° radial extending easterly from the 6-mile radius area to the VOR.

Beckley, W. Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Raleigh County Memorial Airport, Beckley, W. Va. (latitude 37° 47' 10" N., longitude 81° 07' 25" W.), and within 2 miles each side of the Beckley VOR 130° and 154° radials, extending from the 7-mile radius area to 13 miles SE of the VOR.

Beeville, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAAS Chase Field (latitude 28°21'50" N., longitude 97°39'40" W.); within 2 miles each side of the NAAS Chase TACAN 129° and 321° radials extending from the 7-mile radius area to 10 miles NW and SE of the TACAN; within 2 miles each side of the 339° bearing from the NAAS Chase RBN extending from the 7-mile radius area to 12 miles N of the RBN; and that airspace extending upward from 1200 feet above the surface within an area bounded by a line beginning at latitude 29°00'00" N., longitude 97°17'00" W., thence to the N boundary of V-20 at longitude 97°05'00" W., thence SW via the N boundary of V-20 to latitude 28°07'00" N., thence W via latitude 28°07'00" N, to the SW boundary of V-163, thence NW via the SW boundary of V-163 to longitude 98°23'00" W., thence to latitude 28°43'30" N., longitude 98°17'30" W., thence to latitude 29°00'00" N., longitude 97°43'00" W., thence to point of beginning.

Bellaire, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Antrim County Airport, Bellaire, Mich. (latitude 44°59'10" N., longitude 85°11'55" W.), and the airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 198° bearing from the Bellaire RBN extending from the 8-mile radius area to 12 miles S of the RBN.

Belleville, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 7-mile radius area to the RBN.

Bellingham, Wash.

That airspace extending upward from 700 feet above the surface bounded on the E by longitude 122°15'00" W., on the S by latitude 48°52'00" N., and on the W and N by the United Stated/Canadian border.

Bemidji, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bemidji Municipal Airport (latitude 47°30'35" N., longitude 94°55'50" W.), and within 2 miles each side of the 316° and 136° radials extending from the 6-mile radius area to 8 miles NW of the VOR, within 2 miles each side of the Bemidji VOR 135° radial extending from the 6-mile radius area to 17 miles SE of the VOR, within 5 miles N and 8 miles S of the 262° bearing from the Bemidji Municipal Airport, extending from the airport to 12 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Bemidji VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR, and within 5 miles SW and 8 miles NE of the Bemidji VOR 135° radial, extending from 7 miles SE of the VOR to 22 miles SE of the VOR.

Benton Harbor, **Mich.**

That airspace extending upward from 700 feet above the surface within 8 miles each side of the Keeler, Mich., VOR 266° radial, extending from the Keeler VOR to 29 miles west of the VOR.

PENDING AMENDMENT

Benton Harbor, **Mich.**

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ross Field (latitude 42°07'40" N., longitude 86°25'40" W.), and within 2 miles each side of the ILS back course and Keller, Mich., VORTAC 266° radial extending from the 7-mile radius area to 12 miles west of the airport.

AMENDMENTS 2/1/68 32 F. R. 15523 (Rewritten)

Berlin, N.H.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Berlin Airport, Berlin, N. H. (44°34'35" N., 71°10'40" W.); within 2 miles each side of the Berlin, N. H., RBN (44°34'37" N., 71°10'47" W.) 334° bearing extending from the 7-mile radius area to 8 miles northwest of the RBN; and within 2 miles each side of the Berlin, N. H., VOR (44°38'05" N., 71°11'12" W.) 355° radial extending from the 7-mile radius area to 8 miles north of the VOR;

That airspace extending upward from 1,200 feet above the surface beginning at 44°54'00" N., 71°10'00" W to 44°50'00" N., 71°07'30" W.; to 44°50'30" N., 71°02'00" W.; to 44°40'00" N., 71°00'30" W. to 44°31'00" N., 70°55'00" W. to 44°29'00" N., 71°03'00" W. to 44°22'00" N., 71°02'00" W. to 44°13'00" N., 71°45'00" W. to 44°25'00" N., 71°52'00" W. to 44°36'00" N., 71°20'00" W. to 44°47'00" N., 71°28'00" W. to point of beginning.

AMENDMENTS 9/14/67 32 F. R. 11520 (Changed)

Bethel, Alaska

That airspace extending upward from 1,200 feet above the surface within a 22-mile radius of the Bethel VORTAC.

AMENDMENTS 9/14/67 32 F. R. 10838 (Added)

Bettles, Alaska

That airspace extending upward from 1,200 feet above the surface within a 19-mile radius of the Bettles VOR, extending clockwise from the NE boundary of Amber 2 to a line 8 miles NW of and parallel to the Bettles VOR 216° radial, and within an 8-mile radius of Bettles VOR, extending clockwise from a line 8 miles NW of and parallel to the Bettles VOR 216° radial to the NE boundary of Amber 2.

Beverly, Wash.

That airspace extending upward from 5,500 feet MSL within 7 miles NW and 11 miles SE of the Ephrata, Wash., VOR 221° radial, extending from 32 miles to 62 miles SW of the VOR.

Bible Grove, Ill.

That airspace extending upward from 1,200 feet above the surface within 4 nautical miles each side of the 015° and 207° radials of the Bible Grove VOR, extending from the VOR southwest to V-446 and north to the Mattoon VOR, excluding the Mattoon, Ill., transition area.

Big Delta, **Alaska**

That airspace extending upward from 1,200 feet above the surface within 20 miles SW and 35 miles NE of the 299° and 119° bearings from the Big Delta RR, extending from the arc of a 55-mile radius circle centered on Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.) to 55 miles SE of the RR, excluding the portion within the Fairbanks, Alaska, transition area.

Big Mountain, Alaska

That airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 7.5 miles southeast of the 049° and 229° bearings from the Big Mountain RBN, extending from 7 miles northeast to 13 miles southwest of the RBN.

AMENDMENTS 12/7/67 32 F. R. 14590 (Added)

Big Spring, Tex.

Designate the Big Spring, Tex., transition area as that airspace extending upward from 700 feet above the surface within a 23-mile radius of latitude 32°12'55" N., longitude 101°31'06" W.; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 33°11'00" N., longitude 101°07'00" W.; thence to latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 31°59'30" N., longitude 100°13'20" W.; to latitude 31°40'00" N., longitude 100°39'30" W.; to latitude 31°50'00" N., longitude 101°22'00" W.; to latitude 31°39'00" N., longitude 101°27'20" W.; to latitude 31°28'40" N., longitude 100°59'40" W.; to latitude 31°28'40" N., longitude 102°00'00" W.; thence N via longitude 102°00'00" W. to and counterclockwise along the arc of a 30-mile radius circle centered on Midland, Tex., VOR to latitude 31°40'00" N., longitude 101°52'30" W.; thence to latitude 31°36'35" N., longitude 101°47'20" W.; to latitude 31°37'25" N., longitude 101°35'15" W.; to latitude 31°55'00" N., longitude 101°29'40" W.; to latitude 32°36'30" N., longitude 102°07'20" W.; to latitude 32°59'00" N., longitude 102°43'30" W., to point of beginning; and that airspace extending upward from 7,500 feet MSL within the area bounded on the N by latitude 31°28'40" N., on the E by longitude 101°00'00" W., on the S by latitude 31°00'00" N., and on the W by longitude 102°00'00" W.; excluding the portion of the transition area with a floor of 7,500 feet MSL that lies within Federal airways.

Billings, Mont.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Logan Field (latitude 45°48'25" N., longitude 108°31'55" W.); within a 12-mile radius of Billings VORTAC, extending from a line 5 miles SE of and parallel to the Billings VORTAC 212° radial clockwise to the Billings 347° radial; and within 2 miles each side of the Billings ILS localizer E course, extending from the 8-mile radius area to 8 miles E of the Billings RBN; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Billing VORTAC, extending from the S edge of V-2 W of Billings clockwise to the SW edge of V-19 SE of Billings; within 10 miles SW and 7 miles NE of Billings VORTAC 301° radial, extending from the 25-mile radius area to 49 miles NW of the VORTAC; within 10 miles SW and 7 miles NE of the Billings VORTAC 317° radial, extending from the 25-mile radius area to 45 miles NW of the VORTAC; within 10 miles W and 7 miles E of the Billings VORTAC 347° radial, extending from the 25-mile radius area to 42 miles N of the VORTAC; within 10 miles N and 8 miles S of the Billings VORTAC 096° radial, extending from the 25-mile radius area to 38 miles E of the VORTAC; and the area southeast of Billings bounded on the NE by V-86, on the S by latitude 45°20'00" N., and on the W by V-187; and that airspace extending upward from 7,700 feet MSL within 8 miles each side of the Billings VORTAC 096° radial, extending from 39 to 99 miles E of the VORTAC.

AMENDMENTS 7/20/67 32 F. R. 7819 (Rewritten); 11/9/67 32 F. R. 12996 (Rewritten)

Binghamton, N.Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Broome County Airport, 42°12'35" N., 75°58'46" W.; within 2 miles each side of the Binghamton VOR 066°-246° radial extending SW from the 7-mile radius area for 8 miles from the VOR; within 2 miles each side of the airport ILS localizer SE course extending from the 7-mile radius area to the Binghamton RBN.

Birmingham, Ala.

That airspace extending upward from 700 feet above the surface beginning at the intersection of a line 2 miles west of and parallel to the extended centerline of Runways 18/36 north of the Birmingham Municipal Airport and the arc of a 17-mile radius circle centered at Birmingham Airport surveillance radar antenna site (latitude 33°34'24" N., longitude 86°45'23" W.); thence clockwise along this arc to the intersection of the 270° bearing from the radar antenna site; thence east along the 270° bearing from the radar antenna site to the intersection of the arc of a 13-mile radius circle centered at the radar antenna site; thence clockwise along this arc to a line 2 miles northeast of and parallel to the Birmingham VORTAC 313° radial; thence southeast along this line to the intersection of the arc of a 10-mile radius circle centered at the radar antenna site; thence clockwise along this arc to the intersection of a line 2 miles west of and parallel to the extended centerline of Runways 18/36; thence north along this line to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°00'00" N., longitude 87°30'00" W., extending E along latitude 34°00'00" N. to a line 11 miles NW of and parallel to V-115; thence NE along this line to latitude 34°15'00" N.; thence E along latitude 34°15'00" N. to longitude 86°15'00" W.; thence S along longitude 86°15'00" W. to latitude 34°00'00" N.; thence SE to the intersection of a line 7 miles N of and parallel to V-18 and longitude 86°01'00" W.; thence E along a line 7 miles N of and parallel to V-18 to longitude 85°33'00" W.; thence S along longitude 85°33'00" W. to the S boundary of V-18; thence W along the S boundary of V-18 to longitude 86°00'00" W.; thence S along longitude 86°00'00" W. to the S boundary of V-66; thence W along the S boundary of V-66 to a line extending from latitude 33°01'00" N., longitude 87°18'15" W. through latitude 33°11'00" N., longitude 87°06'40" W.; thence SW to latitude 33°01'00" N., longitude 87°18'15" W.; thence W along latitude 33°01'00" N. to the SE boundary of V-209; thence SW along the SE boundary of V-209 to longitude 88°00'00" W.; thence north along longitude 88°00'00" W., to the north boundary of V-18; thence northeast along the north boundary of V-18 to a 19-mile radius arc centered on the Tuscaloosa, Ala., VORTAC; thence clockwise along this arc to longitude 87°30'00" W.; thence north along longitude 87°30'00" W. to point of beginning, excluding that portion that coincides with R-2101 and the Gadsden, Ala., transition area.

AMENDMENTS 4/27/67 32 F. R. 3765 (Changed); 10/12/67 32 F. R. 12112 (Changed)

Bismarck, N. Dak.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Bismarck Municipal Airport (latitude 46°46'33" N., longitude 100°45'14" W.), within 8 miles northeast and 5 miles southwest of the Bismarck ILS localizer southeast course extending from the OM to 12 miles southeast of the OM, and within 8 miles north and 5 miles south of the Bismarck 105° radial extending from the VOR to 12 miles east of the VOR, and that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the 105° radial of the Bismarck VOR extending from the VOR to 14 miles east of the VOR, within 8 miles northeast and 5 miles southwest of the 129° radial of the Bismarck VOR extending from the VOR to 20 miles southeast of the VOR, and within 8 miles northeast and 5 miles southwest of the Bismarck ILS localizer southeast course extending from 3 miles northwest to 14 miles southeast of the Bismarck OM.

AMENDMENTS 6/21/67 32 F. R. 9808 (Rewritten)

Blackstone, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Blackstone AAF (latitude 37°04'30" N., longitude 77°57'45" W.) excluding the portion within R-6602.

Blakely, Ga.

That airspace extending upward from 1,200 feet above the surface, bounded by a line beginning at latitude 31°47'20" N., longitude 84°58'20" W.; to latitude 31°41'20" N., longitude 84°56'55" W.; to latitude 31°37'30" N., Longitude 84°46'00" W.; to latitude 31°16'30" N., longitude 84°51'30" W.; to latitude 31°14'35" N., longitude 85°10'45"W.; thence counterclockwise along the arc of a 35-mile radius circle centered at latitude 31°14'55" N., longitude 85°46'20" W., to the E boundary of V-241; thence along the E boundary of V-241 to latitude 31°47'20" N., thence E along the line of latitude 31°47'20" N., to the point of beginning.

Block Island, R. I.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Block Island Airport (latitude 41°10'05" N., longitude 71°34'40" W.), and within 2 miles each side of the 264° bearing from the Block Island RBN (latitude 41°10'07" N., longitude 71°36'23" W.), extending from the 4-mile radius area to 10 miles W of the RBN.

Bloomington, Ill.

That airspace extending upward from 700' above the surface within a 5-mile radius of Bloomington Municipal Airport) latitude 40°28'50" N., longitude 88°55'45" W.); and within 2 miles each side of the Bloomington VOR 043° radial, extending from the 5-mile radius circle to 8 miles NE of the VOR.

Bloomington, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroe County Airport, Bloomington, Ind. (latitude 39°08'25" N., longitude 86°37'00" W.), within 5 miles NW and 8 miles SE of the Bloomington VOR 236° radial, extending from the VOR to 12 miles SW, and within 5 miles S and 8 miles N of the Bloomington VOR 072° radial, extending from the VOR to 12 miles E.

Bluefield, W. Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mercer County Airport, Bluefield, W. Va. (latitude 37° 17' 45" N., longitude 81° 12' 30" W.), within 2 miles each side of the Bluefield VOR 267° radial, extending from the 8-mile radius area to 22 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38° 02' 00" N., longitude 82° 15' 00" W.; to latitude 38° 14' 00" N., longitude 80° 35' 00" W.; to latitude 37° 10' 00" N., longitude 80° 51' 30" W.; to latitude 37° 05' 00" N., longitude 82° 10' 00" W.; to the point of beginning.

Blythe, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Blythe VORTAC 227° radial, extending from the arc of a 5-mile radius circle centered on the Blythe Airport (latitude 33°37' 15" N., longitude 114°43'00" W.) to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 33°43'00" N., on the E by longitude 114°30'00" W., on the S by the arc of an 18-mile radius circle centered on the Blythe Airport, and on the W by longitude 115°00'00" W.

Blytheville, Ark.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Blytheville AFB (latitude 35°57'50" N., longitude 89°56'40" W.); within 2 miles each side of the Blytheville VOR 357° and 185° radials extending from the 7-mile radius area to 21 miles N and S of the VOR, within 2 miles each side of the Blytheville TACAN 357° and 185° radials extending from the 7-mile radius area to 8 miles N and 7 miles S of the TACAN, and within 2 miles each side of the extended centerline of Runways 17 and 35, extending from the 7-mile radius area to 8 miles N and S of the airport, excluding that portion within a 1-mile radius of Blytheville Municipal Airport (latitude 35°56'15" N., longitude 89°49'45" W.); and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 36°34'00" N., longitude 90°19'00" W.; to latitude 36°20'00" N., longitude 89°59'00" W.; to latitude 36°20'00" N., longitude 89°49'30" W.; to latitude 36°33'30" N., longitude 89°34'00" W.; to latitude 36°28'00" N., longitude 89°19'00" W.; to latitude 36°06'00" N., longitude 89°26'00" W.; thence W to the point of intersection of latitude 36°06'30" N., and the arc of a 21-mile radius circle centered at latitude 35°57'50" N., longitude 89°56'40" W.; thence clockwise along this arc to longitude 89°50'00" W., thence S via longitude 89°50'00" W. to the arc of a 36-mile radius circle centered at latitude 35°03'00" N., longitude 89°58'15" W., thence counterclockwise along the arc of this 36-mile radius circle to the W boundary of V-9 west alternate; thence N via the W boundary of V-9 west alternate to the S boundary of V-140; thence W along the S boundary of V-140 to the E boundary of the Walnut Ridge, Ark., transition area; thence N along the E boundary of the Walnut Ridge, Ark., transition area to latitude 36°22'00" N., thence to point of beginning; and that airspace extending upward from 5,000 feet m.s.l. bounded by a line beginning at latitude 36°33'30" N., longitude 89°34'00" W.; to latitude 37°03'00" N., longitude 89°19'00" W.; to latitude 36°58'30" N., longitude 89°00'00" W.; to latitude 36°28'00" N., longitude 89°19'00" W.; to point of beginning; excluding the portion within the Paducah, Ky., transition area and the portion extending upward from 5,000 feet m.s.l. within federal airways.

Boise, Idaho

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Boise VORTAC; within 2 miles each side of the 295° bearing from the Boise ILS OM, extending from the 8-mile radius area to 12 miles NW of the LOM; within 2 miles each side of the 328° bearing from the ILS OM, extending from the 8-mile radius area to the Eagle FM and within 2 miles each side of the Boise VORTAC 130° radial, extending from 12 miles to 15 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Boise VORTAC, extending clockwise from a line 8 miles NE of and parallel to the Boise VORTAC 319° radial to the Boise VORTAC 204° radial; within a 40-mile radius of the Boise VORTAC extending clockwise from the Boise VORTAC 204° radial to a line 8 miles NE of and parallel to the Boise VORTAC 319° radial; within 8 miles S and 7 miles N of the Boise VORTAC 269° radial, extending from the 40-mile radius area to 57 miles W of the VORTAC; within 8 miles NE and 11 miles SW of the Boise VORTAC 294° radial, extending from the 40-mile radius area to 75 miles NW of the VORTAC; within 8 miles NE and 16 miles SW of the Boise VORTAC 319° radial, extending from the 40-mile radius area to 55 miles NW of the VORTAC; and that airspace northwest of Boise bounded on the northwest by the McCall, Idaho VORTAC 221° radial, on the east by the west edge of V-253 and on the southwest by a line 8 miles northeast of and parallel to the Boise VORTAC 319° radial; that airspace southeast of Boise extending upward from 9,000 feet MSL bounded on the north by the south edge of V-500 on the east by the west edge of V-293 and on the southwest by the northeast edge of V-4; and that airspace extending upward from 10,500 feet MSL southeast of V-507, within 5 miles each side of the Rome, Oreg., VORTAC 056° radial extending from 46 miles northeast of the VORTAC to the Boise 40-mile radius area.

AMENDMENTS 10/12/67 32 F. R. 10928 (Changed); Corr: 32 F. R. 12113; Corr: 32 F. R. 13454

Bonneville, Utah.

That airspace SE of Bonneville extending upward from 1,200 feet above the surface bounded by a line extending from latitude 40°30'00" N., longitude 112°30'00" W., to latitude 40°35'00" N., longitude 113°00'00" W., thence via longitude 113°00'00" W., to the S edge of V-32, thence via the S edge of V-32 to longitude 112°56'30" W., thence via longitude 112°56'30" W., to latitude 40°40'00" N., thence to point of beginning; and that airspace extending upward from 8,500 feet AMSL bounded on the S by latitude 40°35'00" N., on the W by longitude 113°51'00" W., on the N by the S edge of V-32 and on the E by longitude 113°00'00" W.

PENDING AMENDMENT

Boone, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Boone Municipal Airport (latitude 42°03'05" N., longitude 93°50'45" W.) and within 2 miles each side of the 338° bearing from Boone Municipal Airport extending from the airport to 8 miles north and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 8 miles west of the 338° bearing from Boone Municipal Airport extending from the airport to 12 miles north.

AMENDMENTS 2/29/68 32 F. R. 20630 (Added)

Borger, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hutchinson County Airport, Borger, Tex., (latitude 35°41'55" N., longitude 101°23'40" W.), within 2 miles each side of the Borger, Tex., VOR 185° and 005° radials extending from the 7-mile radius area to 8 miles N of the VOR.

AMENDMENTS 10/12/67 32 F. R. 11631 (Changed)

Boston, Mass.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at:

Latitude 42°53'00" N., longitude 71°05'00" W. to latitude 42°43'00" N., longitude 70°46'00" W. to latitude 42°30'00" N., longitude 70°48'00" W. to latitude 42°14'00" N., longitude 70°38'00" W. to latitude 41°59'00" N., longitude 70°48'00" W. to latitude 41°59'00" N., longitude 70°53'00" W. to latitude 42°03'00" N., longitude 71°10'00" W. to latitude 42°13'00" N., longitude 71°21'00" W. to latitude 42°21'00" N., longitude 71°25'00" W. to latitude 42°22'00" N., longitude 71°47'00" W. to latitude 42°27'00" N., longitude 71°55'00" W. to latitude 42°39'00" N., longitude 71°55'00" W. to latitude 42°41'00" N., longitude 71°42'00" W. to latitude 42°38'00" N., longitude 71°20'00" W. to latitude 42°43'00" N., longitude 71°15'00" W. to the point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at:

Latitude 42°53'00" N., longitude 71°05'00" W. to latitude 42°45'00" N., longitude 70°37'00" W. to latitude 42°44'25" N., longitude 70°37'15" W., thence along a line 3 nautical miles from and parallel to the shoreline to latitude 42°41'20" N., longitude 70°30'00" W. to latitude 42°15'20" N., longitude 70°30'00" W. to latitude 42°13'20" N., longitude 70°18'30" W. to latitude 41°53'30" N., longitude 70°56'30" W. to latitude 42°04'00" N., longitude 71°19'00" W. to latitude 41°56'35" N., longitude 71°26'00" W., thence counterclockwise along the arc of a 27-mile radius circle centered on the NAS Quonset Point VOR to latitude 41°47'45" N., longitude 71°46'40" W. to latitude 41°55'00" N., longitude 71°59'00" W. to latitude 42°05'00" N., longitude 72°00'00" W. to latitude 42°55'00" N., longitude 72°00'00" W. to latitude 42°43'00" N., longitude 71°40'00" W. to latitude 42°43'00" N., longitude 71°15'00" W. to the point of beginning, excluding the portion within the Taunton, Mass., transition area; and that airspace extending upward from FL 200 to FL 300, inclusive, east of Boston bounded by a line beginning at:

Latitude 42°24'30" N., longitude 70°15'30" W. to latitude 42°27'50" N., longitude 70°04'00" W. to latitude 42°25'30" N., longitude 70°04'00" W. to latitude 42°24'30" N., longitude 69°46'00" W. to latitude 42°21'30" N., longitude 69°30'00" W. to the point of beginning.

Bowling Green, Ky.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 36°57'55" N., 86°25'10" W. of the Bowling Green-Warren County Airport, Bowling Green, Ky.: within 2 miles each side of the Bowling Green VOR 206° radial extending from the 6-mile radius area to 8 miles SW of the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the western boundary of V-7 at 37°01'00" N. to 37°03'15" N., 87°00'00" W. to 37°04'00" N., 86°18'25" W. to 36°45'30" N., 86°18'25" W. to the intersection of 86°36'00" W. and a 36-mile arc centered at Nashville Metropolitan Airport, Nashville, Tenn., thence counterclockwise along the arc to the western boundary of V-7, to the point of beginning.

Bozeman, Mont.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Gallatin-Bozeman Airport (latitude 45°46'50" N., longitude 111°09'20" W.), and that airspace extending upward from 1,200 feet above the surface within 6 miles S and 8 miles N of the Bozeman VOR 097° and 277° radials extending from 8 miles E to 13 miles W of the VOR.

Bradford, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Bradford-McKean County Airport (latitude 41°48'10" N., longitude 78°38'20" W.); within 2 miles each side of the Bradford RBN 135° bearing, extending from the 7-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Bradford VOR 139° radial, extending from the 7-mile radius area to 8 miles SE of the VOR; within 2 miles each side of the Bradford VOR 316° radial extending from the 7-mile radius area to 15 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from: latitude 42°32'00" N., longitude 77°58'00" W., to latitude 41°55'00" N., longitude 77°58'00" W., to latitude 41°55'30" N., longitude 78°10'00" W., to latitude 41°38'00" N., longitude 78°13'00" W., through latitude 41°00'00" N., longitude 78°35'20" W., to the south boundary of V-6; thence via the south boundary of V-6 to longitude 79°15'00" W., thence northward via longitude 79°15'00" W., to latitude 41°17'00" N., longitude 79°15'00" W., to latitude 41°30'00" N., longitude 78°57'00" W., to latitude 42°10'00" N., longitude 78°57'00" W., to latitude 42°11'30" N., longitude 78°52'00" W., to latitude 42°32'00" N., longitude 78°52'00" W., to the point of beginning.

AMENDMENTS 1/5/67 32 F. R. 80 (Changed)

Brainerd, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Brainerd-Crow Wing County Airport (latitude 46°23'25" N., longitude 94°08'20" W.); within 2 miles each side of the 043° bearing from Brainerd-Crow Wing County Airport, extending from the 7-mile radius area to 8 miles NE of the airport; within 2 miles each side of the 198° bearing from Brainerd-Crow Wing County Airport, extending from the 7-miles radius area to 12½ miles S of the airport; and within 5 miles NE and 8 miles SW of the 313° bearing from Brainerd-Crow Wing County Airport, extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Brainerd VOR 120° radial, extending from the VOR to 13 miles SE of the VOR; within 5 miles SE and 8 miles NW of the 043° bearing from Brainerd-Crow Wing County Airport, extending from the airport to 12 miles NE of the airport; and within 5 miles W and 8 miles E of the 198° bearing from Brainerd-Crow Wing County Airport, extending from the airport to 16 miles S of the airport.

Bridgeport, Conn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 41°09'41" N., 73°07'35" W., of the Bridgeport Municipal Airport, Bridgeport, Conn.; within 2 miles each side of the Bridgeport VOR 229° radial extending SW from the 7-mile radius area for 1 mile; within a 7-mile radius of the center 41°15'51" N., 72°53'11" W., of Tweed-New Haven Airport, New Haven, Conn.; within 5 miles W and 8 miles E of the New Haven VOR 192° radial extending from the New Haven VOR for 12 miles: within 5 miles E and 5 miles W of the Hartford, Conn., VOR 223° radial extending NE from the Bridgeport 7-mile radius area for 24 miles; within 5 miles E and 5 miles W of the Poughkeepsie, N.Y., VOR 149° radial extending NW from the Bridgeport 7-mile radius area for 11 miles, within 5 miles N and 5 miles S of the Carmel, N.Y., VOR 065° radial extending from the Carmel VOR to 17 miles NE of the VOR; within 5 miles N and 5 miles S of the Carmel VOR 093° radial extending from the Carmel VOR to 28 miles E of the VOR, excluding those portions that coincide with the White Plains, N.Y., transition area.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°31'00" N., 73°30'00" W. to 41°31'00" N., 73°20'00" W. to 41°49'00" N.,73°16'00" W. to 41°31'00" N., 72°46'00" W. to 41°18'00" N., 72°30'30" W. to 41°00'00" N., 72°45'00" W. to 41°00'00" N., 73°33'00" W. to 41°10'00" N., 73°33'00" W. to 41°20'00" N., 73°23'00" W. to 41°25'00" N., 73°30'00" W. to point of beginning.

Bridgeport, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bridgeport Airport (latitude 33°15'42" N., longitude 97°47'48" W.); and within 2 miles each side of the Bridgeport VORTAC 135° radial, extending from the 5-mile radius area to 8 miles SE of the VORTAC.

PENDING AMENDMENT

Brigham City, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brigham City Airport (latitude 41°32'30" N., longitude 112°03'30" W.), and within 2 miles each side of the 212° bearing from the Brigham City RBN (latitude 41°30'58" N., longitude 112°04'38" W.) extending from the 5-mile radius area to latitude 41°27'00" N.

AMENDMENTS 3/28/68 33 F. R. 67 (Added)

Bristol, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°07'45" N., 74°51'00" W., of 3M Airport, Bristol, Pa., said transition area effective from sunrise to sunset daily, excluding that portion that coincides with North Philadelphia, Pa., 700-foot transition area.

Brookings, S. Dak.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brookings, S. Dak., Municipal Airport (latitude 44°18'12" N., longitude 96° 48' 40" W.); and within 8 miles NE and 5 miles SW of the 138° bearing from Brookings Municipal Airport extending from the airport to 12 miles SE of the airport; and within 5 miles NE and 8 miles SW of the 298° bearing from Brookings Municipal Airport extending from the airport to 12 miles NW of the airport.

Brownsville, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rio Grande Valley International Airport (latitude 25°54'25" N., longitude 97°25'25" W.), within 2 miles each side of the Brownsville ILS localizer N course extending from the 7-mile radius area to 8 miles N of the OM, excluding the portion outside the United States; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 26°30'00" N., longitude 98°18'00" W.; to latitude 26°51'00" N., longitude 97°58'30" W.; to latitude 26°50'00" N., longitude 97°51'00" W.; thence NE to a point 3 nautical miles from the shoreline at latitude 27°11'20" N.; thence 3 nautical miles from and parallel to the shoreline south to the United States/Mexican border, thence W via the United States/Mexican border to longitude 98°25'00" W.; thence N via longitude 98°25'00" W. to latitude 26°17'00" N., longitude 98° 25'00" W.; to point of beginning.

AMENDMENTS 7/20/67 32 F. R. 7124 (Changed)

Brownwood, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Brownwood Municipal Airport (latitude 31°47'40" N., longitude 98°57'25" W.); and within 2 miles each side of the Brownwood VOR 360° and 180° radials, extending from the 6-mile radius area to 8 miles N of the VOR.

Brunswick, Ga.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'00" W.); within a 5-mile radius of the Jekyll Island Airport (latitude 31°04'21" N., longitude 81°25'39" W.), and within 2 miles each side of the Brunswick VOR 203° radial, extending from the VOR to 8 miles southwest of the VOR, excluding the portion outside of the continental limits of the United States; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 31°30'00" N., on the E by a line extending from latitude 31°30'00" N., longitude 80°47'30" W., to latitude 31°09'40" N., longitude 81°02'40" W., to latitude 30°53'00" N., longitude 81°12'50" W., on the S by latitude 30°53'00" N., and on the W by the E boundary of V-267, excluding the portion within W-157; and that airspace extending upward from 2,000 feet MSL bounded by a line beginning at latitude 31°11'15" N., longitude 81°01'30" W., thence to latitude 30°53'00" N., longitude 80°59'55" W., to latitude 30°53'00" N., longitude 81°12'50" W., to latitude 31°09'40" N., longitude 81°02'40" W., thence to point of beginning.

AMENDMENTS 8/17/67 32 F. R. 8580 (Changed)

Brunswick, Maine

That airspace extending upward from 700 feet above the surface within a 9-mile radius of NAS Brunswick (latitude 43°53'35" N., longitude 69°56'20" W.); within 2 miles each side of the Navy Brunswick VOR 166° radial, extending from the 9-mile radius area to 12 miles S of the VOR; within 2 miles each side of a line bearing 173° from latitude 43°48'53" N., longitude 69°55'30" W., extending from the 9-mile radius area to 12 miles S of latitude 43°48'53" N., longitude 69°55'30" W.

Bryce Canyon, Utah

That airspace extending upward from 11,500 feet MSL within 7 miles NW and 10 miles SE of the Bryce Canyon VORTAC 240° and 060° radials, extending from 20 miles SW to 9 miles NE of the VORTAC.

Buffalo, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport; within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 8-mile radius area to 8 miles east of the VORTAC; within 8 miles northwest and 5 miles southeast of the Greater Buffalo International Airport northeast localizer course extending from the OM to 12 miles northeast of the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 8-mile radius area to 8 miles southwest of the OM; within the arc of a 12-mile radius circle from 052° to 112° clockwise, centered on a point, 42°56'26" N., 78°44'11" W.; within an 8-mile radius of the center, 43°06'20" N., 78°56'55" W., of Niagara Falls International Airport; within 8 miles north and 5 miles south of the Niagara Falls International Airport localizer east course extending from the OM to 12 miles east of the OM; within 2 miles each side of the Niagara Falls International Airport localizer east course extending from the OM to the intersection of the localizer course and the Buffalo, N. Y., VORTAC 034° radial; and within a 5-mile radius of Buffalo Airpark Airport, 42°51'45" N., 78°43'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43° 38' 00" N., longitude 78° 41' 00" W., to latitude 43° 21' 00" N., longitude 78° 00' 00" W., to latitude 43° 06' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 52' 00" W., to latitude 42° 37' 00" N., longitude 79° 15' 00" W., to latitude 42° 41' 00" N., longitude 79° 19' 30" W., thence via the United States/Canadian border to the point of beginning, excluding the portion outside the United States.

AMENDMENTS 11/9/67 32 F. R. 13857 (Changed)

Burbank, Calif.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°15'30" N., longitude 118°47'00" W.; to latitude 34°15'30" N., longitude 118°33'00" W.; to latitude 34°14'00" N., longitude 118°33'00" W.; to latitude 34°14'00" N., longitude 118°15'00" W.; to latitude 34°12' 00" N., longitude 118° 15' 00" W.: to latitude 34° 12' 00" N., longitude 117° 59' 00" W.: to latitude 33° 56' 00" N., longitude 117° 59' 00" W.; to latitude 33° 56' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 15' 00" W.: to latitude 34° 05' 00" N., longitude 118° 33' 00" W.: to latitude 34° 04' 00" N., longitude 118° 33' 00" W: to latitude 34° 04' 00" N., longitude 118° 43' 00" W; to latitude 34° 10' 00" N., longitude 118° 43' 00" W: to latitude 34° 10' 00" N., longitude 118° 47' 00" W; thence to point of beginning: and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34° 30' 00" N., longitude 118° 50' 00" W.; to latitude 34° 30' 00" N., longitude 118° 45' 00"W.: thence N along longitude 118° 45' 00" W. to the S boundary of V-137, thence along the S boundary of V-137 to longitude 118° 20' 00" W.: to latitude 34° 30' 00" N., longitude 118° 20' 00" W.; to latitude 34° 30' 00" N., longitude 117° 43' 00" W.: to latitude 34° 10' 00" N., longitude 117° 43' 00" W.; to latitude 34° 10' 00" N., longitude 117° 59' 00" W.: to latitude 34° 05' 00" N., longitude 117° 59' 00" W.; to latitude 34° 05' 00" N., longitude 118° 33' 00" W.: to latitude 34° 00' 00" N., longitude 118° 33' 00" W.; to latitude 34° 00' 00" N., longitude 118° 50' 00" W.: thence to point of beginning.

Burley, Idaho

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Burley VORTAC 292° radial, extending from the VORTAC to 10 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 12 miles N and 9 miles S of the Burley VORTAC 075° and 255° radials, extending from 18 miles E of the Burley VORTAC to a 14-mile radius circle centered on the Twin Falls, Idaho, VOR and the 038° radial from the Twin Falls VOR.

Burlington, Iowa

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 185° bearing from the Burlington Municipal Airport (latitude 40° 47' 05" N., longitude 91° 07' 25" W.), extending from the arc of a 5-mile radius circle centered on the Burlington Municipal Airport to 7.5 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 41° 10' 00" N., longitude 91° 00' 00" W.; to latitude 41° 10' 00" N., longitude 90° 00' 00" W.; thence S to latitude 40° 35' 20" N., longitude 90° 00' 00" W.; thence W via latitude 40° 35' 20" N., to the Burlington VOR 235° radial; thence clockwise along the arc of a 14-mile radius circle centered on the Burlington Municipal Airport to longitude 91° 00' 00" W.; thence to point of beginning.

Burlington, Vt.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 44°28'15" N., 73°09'10" W., of Burlington Airport, Burlington, Vt.; within 2 miles each side of the Burlington VOR 198° radial extending from the 10-mile radius to 8 miles south of the Burlington VOR; within 8 miles northeast and 5 miles southwest of the Burlington ILS northwest localizer course extending from the 10-mile radius to 12 miles northwest of the Burlington LOM; excluding that airspace that coincides with the Plattsburgh, N. Y., transition area.

That airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at: 45°00'30" N., 72°00'00" W. to 44°55'00" N., 72°05'00" W. to 44°25'00" N., 72°20'00" W. to 43°55'00" N., 72°16'00" W. to 43°47'00" N., 72°39'00" W., 44°00'00" N., 73°16'00" W. to 44°00'00" N., 74°35'00" W. to 44°42'00" N., 74°54'00" W. to 44°42'00" N., 75°05'00" W. to 44°56'00" N., 75°05'00" W. thence easterly along the United States-Canadian Border to the point of beginning.

Butler, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Butler-Graham Airport (latitude 40° 46' 45" N., longitude 79° 56' 55" W.), and within 2 miles each side of the Butler RBN 180° and 002° bearings, extending from the 5-mile radius area to 8 miles S of the RBN.

Butte, Mont.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Butte, Mont., VOR 115° radial extending from a 5-mile radius circle centered on Silver Bow County Airport, Butte, Mont. (latitude 45°57'15" N., longitude 112°29'50" W.) to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Butte VOR 325° radial extending from the VOR to 12 miles NW of the VOR; within 10 miles E and 7 miles W of the Butte VOR 002° and 182° radials, extending from 20 miles N to 11 miles S of the VOR; and within 10 miles N and 7 miles S of the Whitehall, Mont., VOR 096° and 276° radials, extending from 20 miles E to 19 miles W or the VOR.

Cadillac, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cadillac, Mich., Municipal Airport (latitude 44°16'30" N., longitude 85°25'10" W.); and within 5 miles SE and 8 miles NW of the 238° bearing from Cadillac Airport, extending from the airport to 12 miles SW of the airport, excluding that portion which overlies the Reed City, Mich., transition area.

AMENDMENTS 3/2/67 32 F. R. 267 (Added)

Calverton, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Peconic Airport (latitude 40°54'55" N., longitude 72°47'35" W.), excluding the portion within the Westhampton Beach, N. Y., transition area.

Camden, S. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Woodward Field (latitude 34°17'03" N., longitude 80°33'53" W.); within 2 miles each side of the 040° bearing from the Camden RBN (latitude 34°17'02" N., longitude 80°33'42.5" W.), extending from the 7-mile radius area to 8 miles northeast of the RBN.

AMENDMENTS 11/9/67 32 F. R. 12556 (Added)

Campbellsville, Ky.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 37°21'22" N., 85°18'40" W. of Taylor County Airport, Campbellsville, Ky., and within 2 miles each side of the Campbellsville RBN 171° bearing extending from the 4-mile radius area to 8 miles south of the RBN, effective from 0830 to 1900 local time daily.

Camp Douglas, Wis.

That airspace extending upward from 700 feet above the surface, within a 10-mile radius of Volk Field, Camp Douglas, Wis. (latitude 43°56'25" N., longitude 90°15'20" W.), and within 2 miles each side of the Volk Field VORTAC 092° radial extending from the 10-mile radius to 12 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface N of V82 and V170, within a 30-mile radius of Volk Field, excluding the portions which coincide with R-6901 and R-6904 or overlie the Madison, Wis., transition area.

Cape Decision, Alaska

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 278° bearing from the Cape Decision RBN, extending from 6 miles W to 12 miles W of the RBN; and that airspace extending upward from 1,200 feet above the surface within 7 miles S and 5 miles N of the 278° and 098° bearings from the Cape Decision RBN, extending from 7 miles E of the RBN to the W boundary of Federal Airway Amber 1.

Cape Girardeau, Mo.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Cape Girardeau Municipal Airport (latitude 37°13'32" N., longitude 89°34'13" W.) and within 5 miles E and 8 miles W of the Cape Girardeau VOR 196° radial extending from the VOR to 12 miles S; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the Cape Girardeau VOR 036° radial extending from the VOR to 12 miles NE.

Carlsbad, N. Mex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cavern City Air Terminal (latitude 32°20'20" N., longitude 104°15'45" W.), and within 2 miles each side of the Carlsbad VOR 157° radial, extending from the 7-mile radius area to 8 miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Carlsbad VOR 157° and 337° radials, extending from 7 miles northwest to 13 miles southeast of the VOR; within 5 miles southeast and 8 miles northwest of the Carlsbad VOR 064° and 244° radials, extending from 7 miles southwest to 13 miles northeast of the VOR; and within 5 miles each side of the Carlsbad VOR 064° radial, extending from the VOR to 23 miles northeast of the VOR.

AMENDMENTS 6/6/67 32 F. R. 8709 (Changed)

Casper, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Casper VORTAC 216° radial, extending from 26 miles to 31 miles SW of the VORTAC; within 2 miles each side of the Casper VORTAC 235° radial, extending from 23 miles to 28 miles SW of the VORTAC, and within 2 miles each side of the Casper ILS localizer W course, extending from 5 miles W to 7 miles W of the OM; that airspace extending upward from 1,200 feet above the surface within 12 miles SE and 10 miles NW of the Casper VORTAC 216° and 036° radials, extending from 20 miles NE to 44 miles SW of the VORTAC; within 6 miles S and 13 miles N of the 270° and 090° bearings from the Casper RBN, extending from 33 miles W to 43 miles E of the RBN, and within 5 miles each side of the Casper VORTAC 235° radial, extending from 38 miles to 52 miles SW of the VORTAC; and that airspace extending upward from 9,500 feet MSL within 5 miles each side of the Casper VORTAC 235° radial, extending from 52 miles to 81 miles SW of the VORTAC.

Cecil, Wis.

That airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Green Bay, Wis., VOR 320° radial extending from 17 miles NW to 37 miles NW of the Green Bay VOR.

Cedar City, Utah

Thar airspace extending upward from 1,200 feet above the surface within 6 miles E and 10 miles W of the Cedar City VOR 184° and 004° radials extending from 8 miles S to 20 miles N of the VOR.

Cedar Rapids, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cedar Rapids Municipal Airport (latitude 41°53'05" N., longitude 91°42'45" W.), and within 5 miles north and 10 miles south of the Cedar Rapids, Iowa, VORTAC 090° and 270° radials extending from 3 miles east to 13 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 42°05'00" N., longitude 91°00'00" W., thence south along longitude 91°00'00" W., to and west along the north edge of V-434, to and north along longitude 92°00'00" W., to latitude 41°21'00" N., thence northwest along a line extending from latitude 41°21'00" N., longitude 92°00'00" W., to latitude 41°30'00" N., longitude 92°15'00" W., thence north along longitude 92°15'00" W., to and west along the north edge of V-6, to and northeast along the southeast edge of V-294, to and north along longitude 92°15'00" W., to and east along latitude 42°05'00" N., to the point of beginning; and that airspace extending upward from 3,500 feet MSL within an area bounded on the north by the arc of a 29-mile radius circle centered on the Waterloo, Iowa, VORTAC, on the east by longitude 92°15'00" W., on the south by the north edge of V-172, on the west by longitude 92°53'00" W., and on the northwest by the southeast edge of V-161, and within an area bounded on the north by the south edge of V-172, on the east by longitude 92°15'00" W., on the southeast and south by the northwest and north edge of V-294, and on the west by longitude 92°53'00" W.

AMENDMENTS 1/4/68 32 F. R. 14549 (Rewritten)

Cedartown, Ga.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Polk County Airport (latitude 34°01'20" N., longitude 85°08'50" W.).

AMENDMENTS 1/4/68 32 F. R. 15524 (Added)

Centralia, Ill.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Centralia Municipal Airport (latitude 38°30'40" N., longitude 89°05'35" W.), and within 2 miles each side of the Centralia VOR 031° radial, extending from the 4-mile radius area to the VOR; within a 4-mile radius of the Mount Vernon, Ill., Municipal Airport (latitude 38°19'15" N., longitude 88°51'40" W.), and within 2 miles each side of the 044° bearing from the airport, extending from the 4-mile radius area to 8 miles NE of the airport; and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the N boundary of V-446, extending S along longitude 88°35'00" W., to latitude 38°12'00" N., thence W along latitude 38°12'00" N., to and counterclockwise along the arc of a 40-mile radius circle centered at Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.) to and clockwise along the arc of a 13-mile radius circle centered on the Centralia VOR to and counterclockwise along the arc of the 40-mile radius circle centered on Scott AFB to the N boundary of V-446, thence E along the N boundary of V-446 to the point of beginning.

Chadron, Nebr.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 5 miles each side of the Chadron VOR 030° radial, extending from the 14-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Chadron VOR 030° and 210° radials , extending from 5 miles NE to 14 miles SW of the VOR.

Chagrin Falls, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 41°25'45" N., 81°19'50" W., of Chagrin Falls Airport, Chagrin Falls, Ohio, and within 2 miles each side of the Chardon, Ohio, VOR 235° radial extending from the 4-mile radius area to the VOR.

Champaign, Ill.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Champaign, Illinois, VORTAC and within 2 miles each side of the Champaign VORTAC 326° radial extending from the 12-mile radius area to 17 miles NW of the VORTAC, excluding the area which overlies the Rantoul, Ill., transition area extending upward from 700 feet above the surface.

Chanute, Kans.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 12 miles NW of the Chanute VOR 244° and 064° radials, extending from 12 miles SW to 15 miles NE of the VOR.

Charles City, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Charles City, Iowa, Municipal Airport (latitude 43°04'25" N., longitude 92°36'35" W.) and within 2 miles each side of the 313° bearing from the airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the 313° bearing from the airport, extending from the airport to 12 miles northwest of the airport excluding that portion which overlies the Leroy, Iowa, transition area.

Charleston, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Charleston AFB/Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 8 miles SW and 5 miles NE of the Charleston ILS localizer NW course, extending from the OM to 12 miles NW of the OM; within 8 miles SW and 5 miles NE of the Charleston VORTAC 332° radial, extending from the VORTAC to 12 miles NW of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the SE boundary of V-3 and latitude 33°30'00" N., thence E to latitude 33°11'55" N., longitude 79°08'00" W., to latitude 32°58'30" N., longitude 79°18'00" W., to latitude 32°50'40" N., longitude 79°23'15" W., thence clockwise along the arc of a 38-mile radius circle centered on the Charleston VORTAC, to an W along a line 5 miles S of and parallel to the Charleston VORTAC 109° radial to a point 3 nmi E of the Shoreline, thence SW along a line 3 nmi from the shoreline to latitude 32°29'30" N., longitude 80°12'00" W., thence to latitude 32°45'50" N., longitude 80°30'30" W., to latitude 32°44'00" N., longitude 80°43'25" W., thence to the INT of the SE boundary of V-3 and latitude 32°44'00" N., thence NE along the SE boundary of V-3 to the point of beginning; and that airspace extending upward from 1,700 feet MSL bounded on the E by V-437 on the S by the 1,200-foot floor portion of the Charleston transition area, and on the NW by the SE boundary of V-3, excluding the portion that coincides with the Florence, S. C., transition area.

PENDING AMENDMENT
The Charleston, S. C., 700-foot transition area is amended to read:
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Charleston AFB/Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 8 miles southwest and 5 miles northeast of the Charleston ILS localizer northwest course, extending from the 8-mile radius area to 12 miles northwest of the LOM; within 8 miles southwest and 5 miles northeast of the Charleston VORTAC 332° radial, extending from the 8-mile radius area to 12 miles northwest of the VORTAC; within 2 miles each side of the Charleston VORTAC 140° radial, extending from the 8-mile radius area to 10.5 miles southeast of the VORTAC.
AMENDMENTS 2/29/68 33 F. R. 67 (Changed)

Charleston, W. Va.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 38°22'21" N, 81°35'35" W, of Kanawha Airport, Charleston, W. Va.; within 8 miles NW and 5 miles SE of the ILS localizer NE course extending from the 12-mile radius area to 12 miles NE of the ILS OM.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 38°00'00" N, 82°55'00" W to 38°45'00" N, 83°30'00" W to 39°00'00" N, 83°00'00" W to 39°00'00" N, 81°04'00" W to 38°13'30" N, 80°41'00" W to 38°02'00" N, 82°15'00" W to the point of beginning.

Charlotte, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Douglas Airport (latitude 35°12'58" N., longitude 80°56'22" W.); within 2 miles each side of the Charlotte VORTAC 003° radial, extending from the 8-mile radius area to 14 miles N of the VORTAC; within 2 miles each side of the Fort Mill, S. C., VORTAC 005° radial, extending from the 8-mile radius area to 33 miles N of the VORTAC; within 2 miles each side of the Fort Mill VORTAC 011° radial extending from the 8-mile radius area to the VORTAC; within 2 miles each side of the Charlotte VORTAC 058° radial, extending from the 8-mile radius area to 14 miles NE of the VORTAC; within 2 miles each side of the Charlotte VORTAC 171° radial, extending from the 8-mile radius area to 14 miles S of the VORTAC; within 2 miles each side of the Charlotte VORTAC 223° radial, extending from the 8-mile radius area to 14 miles SW of the VORTAC; including that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the E boundary of V-37 north of Charlotte and a 55-mile radius arc centered at the Douglas Airport, thence clockwise along this arc to its intersection with a line extended from the Liberty, N. C., VOR to the Chesterfield, S. C., VOR, thence south along this line to its intersection with the NW boundary of V-155, thence SW along the NW boundary of V-155 to its intersection with a 60-mile radius arc centered at Shaw AFB, Sumter, S. C. (latitude 33°58'15" N., longitude 80°28'19" W.), thence SW to latitude 34°30'00" N., longitude 81°02'00" W., thence SW along a line extending from latitude 34°30'00" N., longitude 81°02'00" W., through the intersection of a line 10 miles SW of and parallel to the centerline of V-53 and latitude 34°15'30" N., to the east boundary of V-53, thence NW along the east boundary of V-53 to its intersection with longitude 81°30'00" W., thence N along longitude 81°30'00" W., to its intersection with the N boundary of V-20, thence NE along the N boundary of V-20 to its intersection with the east boundary of V-37, thence N along the east boundary of V-37 to point of beginning.

AMENDMENTS 4/27/67 32 F. R. 3049 (Changed)

PENDING AMENDMENT

The Charlotte, N. C., 700-foot transition area is amended to read:

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Douglas Airport (latitude 35°12'53" N., longitude 80°56'18" W.); within a 6-mile radius of Propst Airport (latitude 35°23'30" N., longitude 80°34'30" W.); within 2 miles each side of the Charlotte VORTAC 003° radial, extending from the 8-mile radius area to 14 miles north of the VORTAC; within 2 miles each side of the Fort Mill, S. C., VORTAC 005° radial, extending from the 8-mile radius area to 33 miles north of the VORTAC; within 2 miles each side of the Fort Mill VORTAC 011° radial, extending from the 8-mile radius area to the VORTAC; within 2 miles each side of the Charloote VORTAC 058° radial, extending from the 8-mile radius area to the Propst Airport 6-mile radius area; within 2 miles each side of the Charlotte 171° radial, extending from the 8-mile radius area to 14 miles south of the VORTAC; within 2 miles each side of the Charlotte 223° radial, extending from the 8-mile radius area to 14 miles southwest of the VORTAC;

AMENDMENTS 2/1/68 32 F. R. 17575 (Changed)

Charlottesville, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Charlottesville-Albermarle Airport (latitude 38°08'25" N., longitude 78°27'10" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°43'00" N., longitude 78°58'00" W.; to latitude 38°43'00" N., longitude 78°12'00" W.; to latitude 38°51'15" N., longitude 78°12'21" W.; to latitude 38°30'00" N., longitude 77°44'00" W.; to latitude 37°40'00" N., longitude 78°14'30" W.; to latitude 37°40'00" N., longitude 79°30'30" W.; to latitude 38°00'00" N., longitude 79°30'00" W.; to the point of beginning.

Chattanooga, Tenn.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35°02'05" N., longitude 85°12'10" W.), extending clockwise from the 020° to the 250° bearings from the airport; within a 20-mile radius of Lovell Field, extending clockwise from the 250° to the 020° bearings from the airport; within 4 miles each side of the Chattanooga VORTAC 263° radial, extending between the arcs of a 14-mile and a 25-mile radius circle each centered at Lovell Field; within 8 miles E and 5 miles W of the North Chattanooga, Tenn., RBN 016° bearing, extending from the RBN to 12 miles N; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Lovell Field; within the area SE of Chattanooga, extending from the 25-mile radius area bounded on the E by the W boundary of V-5W, on the S by a line through latitude 34°26'58" N., longitude 84°55'58" W., and latitude 34°25'30" N., longitude 84°59'30" W., and on the W by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial; within the area S, extending from the 25-mile radius area bounded on the E by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial, on the S by latitude 34°37'00" N., on the W by the E boundary of V-115E; within the area N, NE, and NW of Chattanooga extending from the 25-mile radius area bounded by a line beginning at the INT of the arc of a 25-mile radius circle centered at Lovell Field and a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial; thence NW along a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial, to and clockwise along the arc of a 50-mile radius circle centered on the Chattanooga VORTAC, to the W boundary of V-51W; thence S along the W boundary of V-51W to latitude 35°24'30" N., thence to latitude 35°22'45" N., longitude 84°45'00" W.; to latitude 35°17'30" N., longitude 84°45'10" W.; to latitude 35°08'20" N., longitude 84°45'35" W.; thence via latitude 35°08'20" N., to the arc of a 25-mile radius circle centered at Lovell Field; and that airspace extending upward from 3,000 feet MSL bounded on the N by V-54, on the NE by the arc of a 25-mile radius circle centered at Lovell Field, on the SE by V-115, and on the W by a line extending through latitude 34°32'00" N., longitude 85°52'15" W., and latitude 34°48'00" N., longitude 85°57'10" W., excluding the portion that coincides with the Rome, Ga., transition area.

Cherokee, Wyo.

That airspace extending upward from 1,200 feet above the surfave within 10 miles S and 7 miles N of the Cherokee VOR 081° and 261° radials, extending from 7 miles E to 7 miles W of the VOR.

Cherokee Village, Ark.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cherokee Village RBN (latitude 36°15'55" N., longitude 91°33'45"W.); within 8 miles southeast and 5 miles northwest of a 226° bearing from the RBN extending from the 7-mile radius area to 12 miles southwest of the RBN.

Cherry Point, N. C.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 35°45'30" N, Long. 76°39'00" W, thence clockwise along the arc of a 60-mile radius circle centered at Lat. 34°54'30" N, Long. 76°53'00" W, to Lat. 35°05'50" N, Long. 75°51'05" W, thence 3-nmi from and parallel to the shoreline to Lat. 34°37'30" N, Long. 76°56'20" W, to Lat. 34°41'50" N, Long. 76°56'20" W, to Lat. 34° 45'.10" N, Long. 76°40'30" W, to Lat. 34°46'45" N, Long. 76°24'45" W, to Lat. 35°04'30" N, Long. 76°04' 30" W, to Lat. 35°18'15" N, Long. 76°16'40" W, to Lat. 35°23'15" N, Long. 76°34'40" W, to Lat. 35°03' 00" N, Long. 76°57'00" W, to Lat. 35°26'00" N, Long. 76°52'00" W, thence to point of beginning.

Chester, Conn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°23'01" N., 72°30'20" W. of Chester Airport, Chester, Conn., and within 2 miles each side of the Madison VOR 062° radial extending from the 5-mile radius to the VOR.

Chesterfield, Mo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Maryland Heights, Mo. VORTAC 243° radial extending from 7 miles SW of the VORTAC to 10.5 miles SW of the VORTAC.

Cheyenne, Wyo.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Cheyenne Municipal Airport (latitude 41°09'20" N., longitude 104°48'30" W.), and within 6 miles southeast and 8 miles northwest of the Cheyenne VORTAC 029° radial, extending from the 14-mile radius area to 14 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the NE by V-6, on the SE by V-207, on the SW by V-4N and on the NW by V-524, and that airspace NW of Cheyenne within 7 miles NE and 10 miles SW of the Cheyenne VORTAC 305° radial, extending from the VORTAC to 47 miles NW of the VORTAC, excluding the portions within the Laramie, Wyo. transition area.

AMENDMENTS 8/17/67 32 F. R. 8127 (Changed)

Chicago, Ill.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 41°31'00" N., longitude 87°47'00" W.; to latitude 41°29'00" N., longitude 87°34'00" W.; to latitude 41°29'00" N., longitude 87°19'00" W.; to latitude 41°55'00" N., longitude 87°19'00" W.; to latitude 42°30'00" N., longitude 87°35'00" W.; to latitude 42°38'00" N., longitude 87°52'00" W.; to latitude 42°30'00" N., longitude 87°59'00" W.; to latitude 42°25'00" N., longitude 88°10'00" W.; to latitude 42°15'00" N., longitude 88°10'00" W.: to latitude 42°15'00" N., longitude 88°25'00" W.; to latitude 41°55'00" N., longitude 88°25'00" W.; to latitude 41°53'00" N., longitude 88°31'00" W.; to latitude 41°50'00" N., longitude 88°31'00" W.; thence counterclockwise via the arc of a 5-mile radius circle centered on the Aurora Municipal Airport (latitude 41°46'14" N., longitude 88°28'16" W.) to latitude 41°48'00" N., longitude 88°22'50" W. to latitude 41°50'00" N., longitude 88°12'00" W to point of beginning and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 41°55'00" N.; longitude 89°50'00" W to latitude 41°55'00" N, longitude 88°30'00" W. to latitude 42°30'00" N., longitude 88°30'00" W. to latitude 42°30'00" N., longitude 87°00'00" W. to latitude 41°20'00" N., longitude 87°00'00" W. to latitude 41°20'00" N., longitude 85°50'00" W. to latitude 41°00'00" N., longitude 85°50'00" W. to latitude 41°00'00" N., longitude 86°33'00" W. to latitude 40°45'00" N., longitude 86°33'00" W. to latitude 40°45'00" N., longitude 88°40'00" W. to latitude 41°10'00" N., longitude 88°40'00" W. to latitude 41°10'00" N., longitude 89°50'00" W. thence north to point of beginning.

Chico, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chico Airport (latitude 39°47'45" N., longitude 121°51'25" W.), and within 2 miles each side of the Chico VOR 308° radial, extending from the 5-mile radius area to 8 miles northwest of the VOR, excluding the portion within a 1-mile radius of Ranchero Airport (latitude 39°43'10" N., longitude 121°52'10" W.).

Chicopee Falls, Mass.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 42°11'40" N., 72°32'15" W., of Westover AFB, Chicopee Falls, Mass.; within 7 miles each side of the Chicopee Falls, Mass., ILS localizer NE course extending from the 12-mile radius area to 13 miles NE of the outer marker and within a 10-mile radius of the center, 42°09'25" N., 72°42'50" N., of Barnes Airport, Westfield, Mass., and within 8 miles west and 5 miles east of the Westfield, Mass., 009° radial extending from the VOR, to 12 miles north of the VOR,

excluding that portion within the Hartford, Conn., transition area.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 42°55'00" N., 72°00'00" W. to 42°05'00" N., 72°00'00" W. to 41°55'00" N., 71°59'00" W. to 42°02'00" N., 72°07'00" W. to 42°02'00" N., 73°16'00" W. to 43°11'00" N., 72°39'00" W. to 43°05'00" N., 72°13'00" W. to point of beginning.

AMENDMENTS 3/30/67 32 F. R. 3766 (Changed)

Childress, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Childress Municipal Airport, and within 10 miles SE and 7 miles NW of the Childress VOR 244° radial, extending from the 20-mile radius area to 20 miles SW of the VOR.

China Lake NAF, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the NAF China Lake TACAN 350° radial extending from 8 miles to 12 miles N of the TACAN and within 2 miles each side of the NAF China Lake TACAN 148° radial extending from 8 miles to 11 miles SE of the TACAN.

Chincoteague, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.); and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of NASA Wallops Station Airport, and the area extending NE from the the 12-mile radius area bounded on the NW by the SE boundary of V-139, on the NE by the Salisbury, Md., VOR 114° radial, and on the southeast by a line 3 miles SE of and parallel to the SE boundary of V-139, and the area extending southwest from the 12-mile radius area bounded on the east by a line 3 nautical miles east and parallel to the shoreline, on the south by the Norfolk, Va., transition area, and on the west by the southeast boundary of V-139, excluding the portion outside the United States.

AMENDMENTS 12/7/67 32 F. R. 14891 (Changed)

Cincinnati, Ohio

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center 39°02'56" N., 84°39'53" W. of Greater Cincinnati Airport, Covington, Ky. and within 5 miles west and 8 miles east of the Greater Cincinnati Airport south localizer extending from the 11.5 mile radius area to 15 miles south of the Runway 36 OM; within 8 miles west and 12 miles east of the Greater Cincinnati Airport north localizer course extending from the 11.5-mile radius area to 14 miles north of the Runway 18 OM. Within a 9-mile radius of the center, 39°06'14" N., 84°25'18" W., of Cincinnati Municipal (Lunken Field) Airport, Cincinnati, Ohio; within 2 miles each side of a 044° bearing from the Lunken RBN extending from the 9-mile radius area to 8 miles northeast of the RBN and within 2 miles each side of a 040° bearing from the Lunken RBN extending from the 9-mile radius area to 12 miles northeast of the RBN.

That airspace extending upward from 1,200 feet above the surface beginning at: 38°26'00" N., 85°15'00" W. to 39°12'00" N., 85°30'00" W. to 39°40'00" N., 84°25'00" W. to 39°19'00" N., 84°00'00" W. to 38°30'00" N., 83°59'00" W. to 38°20'00" N., 84°30'00" W. to point of beginning.

AMENDMENTS 11/9/67 32 F. R. 12912 (Changed)

PENDING AMENDMENT

Delete in the Cincinnati, Ohio, 700-foot floor transition area the phrase "14 miles north of the Runway 18 OM" and substitute therefor, "14 miles north of the Runway 18 OM; within 2 miles each side of a line bearing 270° from the Burlington, Ky. RBN extending from the 11.5-mile radius area to 8 miles west of the RBN and within 2 miles each side of the Cincinnati VORTAC 290° radial extending from the 11.5-mile radius area to 21 miles west of the VORTAC." 2/1/68 32 F. R. 20704 (Changed).

Clare, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Clare, Mich., Municipal Airport (latitude 43°49'55" N., longitude 84°44'35" W.), and within 2 miles each side of the Mount Pleasant, Mich., VOR 359° radial extending from the 6-mile radius area to 8 miles south of the airport.

AMENDMENTS 11/9/67 32 F. R. 12789 (Added)

Clarion, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°14'22" N., 79°25'54" W. of Rhea Airport, Clarion, Pa., and within 2 miles each side of the Clarion VOR 016° radial extending from the 5-mile radius area to the VOR. This transition area is effective from sunrise to sunset, daily.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°17'00" N., 79°15'00" W. to 41°03'00" N., 79°15'00" W. to 40°57'00" N., 78°37'00" W. to 40°55'00" N., 78°38'00" W. to a point on the Imperial VOR 37-mile arc at 40°33'00" N. thence counterclockwise along this arc to 80°08'00" W. to the Clarion VOR to the point of beginning.

Clarksburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Benedum Airport, Clarksburg, W. Va., 39°17'40" N., 80°13'40" W. and within 2 miles each side of the Clarksburg, VOR 216° radial extending southwesterly from the 7-mile radius area for 8 miles from the VOR and within 2 miles each side of the centerline of Runway 3 extended northeasterly for 7 miles from the end of the runway.

Cleveland, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Cleveland-Hopkins International Airport (latitude 41°24'30" N., longitude 81°51'00" W.); within a 6-mile radius of the center, 41°31'00" N., 81°41'00" W., of Burke-Lakefront Airport, Cleveland, Ohio; within 2 miles each side of the Burke-Lakefront localizer NE course extending from the 6-mile radius area to the OM; within 8 miles NW and 5 miles SE of the Burke-Lakefront localizer NE course extending from the OM to 12 miles NE of the OM; within 2 miles each side of the Cleveland-Hopkins Runway 5-R-ILS localizer SW course, extending from the 8-mile radius area to the Gilbert RBN; within 2 miles each side of the Strongsville VOR 192° radial, extending from the 8-mile radius area to 8 miles S of the VOR; and within 2 miles each side of the Akron, Ohio, VORTAC 319° radial, extending from the Burke-Lakefront 6-mile radius area to 10 miles NW of the airport; within a 5-mile radius of the center, 41°19'25" N., 81°51'50" W., of Strongsville Airpark, Strongsville, Ohio, and within 2-miles each side of the Strongsville VOR 261° radial extending from the Strongsville Airpark 5-mile radius area to 8 miles W of the VOR;

that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at 41°57'00" N., 81°18'00" W., thence clockwise along the arc of a 19-mile radius circle (centered at 41°41'00"N., 81°23'25" W.), to 41°24'20" N., 81°23'00" W., to 41°21'00" N., 81°31'00" W., thence clockwise along the arc of an 18-mile radius circle (centered at 41°24'30" N., 81°51'00" W.) to the 146° bearing from said center, thence southeast along the 146° bearing to 41°08'00" N., 81°36'00" W., to 40°53'00" N., 81°43'00" W., thence clockwise along the arc of a 37-mile radius circle (centered at 41°24'30" N., 81°51'00" W.) to 40°56'30" N., to 82°12'00" W., to 41°08'40" N., 82°32'00" W., thence clockwise along the arc of a 21-mile radius circle (centered at 41°26'00" N., 82°39'05" W.) to 41°14'00" N., 82°57'00" W., to 41°19'10" N., 82°49'20" W., thence clockwise via the arc of a 12-mile radius circle (centered at 41°26'00" N., 82°39'05" W.) to 41°36'30" N., 82°40'00" W., to 41°40'30" N., 82°40'00" W., thence east along the United States-Canada border to 42°02'20" N., 81°37'00" W. to 42°00'00" N., 81°18'00" W. to point of beginning, excluding the portion within the Willoughby, Ohio, transition area.

AMENDMENTS 11/9/67 32 F. R. 13116 (Changed)

Clinton, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Clinton Municipal Airport (latitude 41° 49' 45" N., longitude 90° 19' 50" W.), within 2 miles each side of the Cordova VOR 338° radial, extending from the 5-mile radius area to the VOR; and within 8 miles SW and 5 miles NE of the 324° bearing from the Clinton Municipal Airport, extending from the airport to 12 miles NW of the airport.

Clintonville, Wis.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Clintonville Municipal Airport (latitude 44°36'50" N., longitude 88°43'50" W.) and within 2 miles each side of the 145° bearing from Clintonville Municipal Airport, extending from the 6-mile radius area to 8 miles southeast of the airport.

AMENDMENTS 7/20/67 32 F. R. 7820 (Added)

Cloquet, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cloquet Municipal Airport (latitude 46°42'05" N., longitude 92°30'20" W.); and within 2 miles each side of the Duluth, Minn., VOR 244° radial, extending from the 5-mile radius area southwest to 22 miles southwest of the VOR.

AMENDMENTS 9/14/67 32 F. R. 10347 (Added)

Clovis, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of the 217° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 12 miles SW of the RBN, within 2 miles each side of the 225° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 8 miles SW of the RBN; within a 5-mile radius of the Clovis, N. Mex., Municipal Airport (latitude 34°25'00" N., longitude 103°05'00" W.); within 2 miles each side of the Texico, Tex., VOR 255° radial, extending from the 5-mile radius area to the Texico VOR; within 2 miles each side of the 057° bearing from the Clovis, N. Mex., RBN (latitude 34°27'30" N., longitude 103°01'30" W.) extending from the 5-mile radius area to 8 miles northeast of the Clovis RBN; within 2 miles each side of the extended center line of the Clovis Municipal Airport NE-SW runway, extending from the 5-mile radius area to 7 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Cannon AFB, extending clockwise from a 051° bearing to a 190° bearing from latitude 34°22'37" N., longitude 103°18'59" W.; within a 37-mile radius of Cannon AFB, extending clockwise from a 190° bearing to a 226° bearing from latitude34°22'37" N., longitude 103°18'59" W., thence via a line to latitude 34°01'10" N., longitude 104°04'00" W., thence to latitude 34°09'55" N., longitude 104°03'40" W., thence to latitude 34°10'00" N., longitude 103°55'00" W., thence to latitude 34°42'15" N., longitude 103°55'00" W., thence to the point of beginning; that airspace E of Clovis within 10 miles N and 7 miles S of the Texico, Tex., VOR 093° and 273° radials, extending from the 30-mile radius area to 25 miles E of the VOR; within 5 miles each side of a 084° bearing from latitude 34°22'37" N., longitude 103°18'59" W. extending from the 30-mile radius area to 51 miles E of latitude 34°22'37" N., longitude 103°18'59" W.; and that airspace extending upward from 8,000 feet MSL NW of Clovis bounded by a line beginning at latitude 34°32'30" N., longitude 103°55'00" W., thence to latitude 34°28'30" N., longitude 104°05'15" W., thence to latitude 34°38'00" N., longitude 104°10'30" W., thence to latitude 34°46'40" N., longitude 104°05'25" W., thence to latitude 34°42'15" N., longitude 103°55'00" W., thence to the point of beginning.

Coaldale, Nev.

That airspace extending upward from 10,500 feet MSL within 9 miles northeast and 6 miles southwest of the Coaldale VORTAC 146° and 326° radials, extending from 17 miles southeast to 7 miles northwest of the VORTAC.

Coatesville, Pa.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 39°59'00" N., 75°52'00" W. of Chester County Area Airport, Chester, Pa., and within 2 miles each side of the Coatesville RBN 283° bearing extending from the 4-mile radius area to 8 miles W of the RBN.

Cochise, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cochise VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR.

Cody, Wyo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cody Municipal Airport, Cody, Wyo. (latitude 44°31'09" N., longitude 109°01'25" W.), within 2 miles each side of the Cody VOR 023° and 203° radials, extending from the 5-mile radius area to 8 miles northeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within 6 miles northwest and 8 miles southeast of the Cody VOR 023° and 203° radials, extending from 7 miles southwest to 17 miles northeast of the VOR.

AMENDMENTS 8/17/67 32 F. R. 8580 (Added)

Coeur d'Alene, Idaho

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Coeur d'Alene Air Terminal (latitude 47°46'30" N., longitude 116°49'05" W.); within 2 miles each side of the 072° and 252° bearings from the Coeur d'Alene RBN, extending from the 5-mile radius area to 8 miles W of the RBN, and within 2 miles each side of the 186° bearing from the Coeur d'Alene RBN, extending from the RBN to 10 miles S of the RBN.

Coffeyville, Kans.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Coffeyville Municipal Airport (latitude 37°05'45" N., longitude 95°34'25" W.), excluding the portion which overlies the Independence, Kansas transition area.

AMENDMENTS 12/7/67 32 F. R. 14267 (Added)

PENDING AMENDMENT

Cold Bay, Alaska

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 041° bearing from the Cold Bay RR, extending from the RR to 6 miles NE of the RR, and within 2 miles each side of the 263° bearing from the Cold Bay RR, extending from the RR to 6 miles W of the RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SE of the 041° bearing from the Cold Bay RR, extending from the RR to 18 miles NE of the RR; within 5 miles S of the 263° bearing from the Cold Bay RR, extending from the RR to 18 miles W of the RR; and within the arc of an 18-mile radius circle centered on the Cold Bay RR, extending clockwise from the 263° bearing to the 041° bearing from the RR.

AMENDMENTS 1/5/67 31 F. R. 14260 (Added); Eff. date changed (To be announced later) 31 F. R. 16127; Eff: 12/7/67 32 F. R. 14891; Eff: date changed 2/29/68 32 F. R. 16482

Coldwater, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County Memorial Airport (latitude 41°56'05" N., longitude 85°02'55" W.), within 2 miles each side of the Litchfield, Mich. VORTAC 239° radial extending from the 5-mile radius area to 8 miles northeast of the airport, and within 2 miles each side of the 209° bearing from the Branch County Memorial Airport extending from the 5-mile radius area to 8 miles southwest of the airport.

AMENDMENTS 7/20/67 32 F. R. 7588 (Rewritten)

College Station, Tex.

That airspace extending upward from 1,200 feet above the surface within 8 miles south and 5 miles north of a 107° bearing from latitude 30°36'17" N., longitude 96°25'13" W. extending from latitude 30°36'17" N., longitude 96°25'13" W. to 7 miles east; and within 5 miles each side of a 124° bearing from latitude 30°36'17" N., longitude 96°25'13" W. extending from latitude 30°36'17" N., longitude 96°25'13" W. to 23 miles southeast.

AMENDMENTS 11/24/67 32 F. R. 17427 (Rewritten)

Colorado Springs, Colo.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of Peterson Field, Colorado Springs, Colo. (latitude 38°48'35" N., longitude 104°42'20" W.), and within 5 miles west and 8 miles east of the Colorado Springs ILS localizer north course, extending from the 20-mile radius area to 21 miles north of the localizer, excluding the portion west of longitude 104°52'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 38°30'00" N., on the west by longitude 104°52'00" W., on the north by latitude 39°05'00" N., on the east by a line 4 n.m. west of and parallel to the Hugo, Colo., VOR 011° and 185° radials, on the southeast by the southeast boundary of V-108S and longitude 104°00'00" W.; that airspace northwest of Colorado Springs bounded on the north by latitude 39°05'00" N., on the east by longitude 104°52'00" W. and on the southwest by a line 5 miles southwest of and parallel to the Colorado Springs VORTAC 307° radial; that airspace southwest of Colorado Springs, extending upwards from 10,700 feet MSL, bounded on the west by longitude 105°08'00" W., on the north by latitude 38°36'00" N., on the east by longitude 104°52'00" W., and on the south by the north edge of V-244, excluding the airspace within the Pueblo, Colo., transition area; and that airspace NW of Colorado Springs, extending upwards from 11,700 feet MSL, bounded on the south by latitude 38°55'00" N., on the west by longitude 105°20'00" W., on the N by latitude 39°05'00" N., and on the east by longitude 104°52'00" W., excluding the portion northeast of a line 5 miles southwest of and parallel to the Colorado Springs VORTAC 307° radial and that airspace within Federal Airways.

AMENDMENTS 3/30/67 32 F. R. 786 (Rewritten)

Columbia, Mo.

That airspace extending upward from 700 feet above the surface bounded on the north by latitude 39°09'00" N., on the west by longitude 92°31'00" W., on the south by latitude 38°53'30" N., on the east by longitude 92°14'00" W., and within 2 miles each side of the Columbia VOR 176° radial extending from the VOR to 13 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°38'40" N., longitude 92°31'00" W., thence north along longitude 92°31'00" W., to the south edge of V-12, thence east along the south edge of V-12 to a line 5 miles southeast of and parallel to the Jefferson City, Mo., VOR 041° radial, thence southwest along a line 5 miles southeast of and parallel to the Jefferson City VOR 041° and 221° radials to latitude 38°27'30" N., longitude 92°11'00" W., thence northwest to the point of beginning.

AMENDMENTS 8/17/67 32 F. R. 9156 (Rewritten); Corr: 32 F. R. 11521;

Columbia, S. C.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Columbia Airport (latitude 33°56'26" N., longitude 81°07'13" W.) and within 5 miles north and 8 miles south of the Columbia ILS localizer west course extending from the 9-mile radius area to 12 miles west of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the point of intersection of a 60-mile arc centered on Shaw AFB (latitude 33°58'15" N., longitude 80°28'19" W.) and the west boundary of V-155, extending clockwise along this arc to the west boundary of V-3, thence south along the west boundary of V-3 and west along the north boundary of V-18S to the west boundary of V-37, thence to latitude 33°08'45" N., longitude 81°22'40" W., thence counterclockwise along the boundary of R-6004 to latitude 33°23'25" N., longitude 81°37'00" W., thence north to latitude 33°46'00" N., longitude 81°37'00" W., thence to the intersection of the north boundary of V-155 and longitude 81°41'30" W., thence southwest along the north boundary of V-155 to its intersection with a line 16 miles south and parallel to the Columbia VORTAC 294° radial, thence northwest along this line to latitude 81°59'00" W., thence north to latitude 34°13'00" N., longitude 81°50'30" W., thence to the intersection of a line 10 miles southwest and parallel to the centerline of V-53 and latitude 34°15'30" N., thence northeast to latitude 34°30'00" N., longitude 81°02'00" W., thence northeast to point of beginning.

Columbus, Ga.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Muscogee County Airport (latitude 32°30'55" N., longitude 84°56'25" W.); within a 9-mile radius of the Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 8 miles W and 5 miles E of the Columbus VOR 329° and 149° radials extending from the 7-mile and 9-mile radius areas to 12 miles NW of the VOR; within 2 miles each side of the 214° bearing from the Lawson RBN, extending from the 9-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Lawson AAF VOR 209° radial extending from the Lawson 9-mile radius area to 8 miles SW of the Lawson RBN; within 8 miles W and 5 miles E of the Lawson ILS localizer SE course extending from the 9-mile radius area to 10 miles SE of the LOM; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by the arc of a 50-mile radius circle centered at the Atlanta, Ga., Airport (latitude 33°38'42" N., 84°25'37" W.), on the E by V-97, on the S by V-56 and the arc of a 26-mile circle centered at Lawson AAF, and on the NW by V-20; and that airspace W of longitude 84°45'00" W., within a 26-mile radius of Lawson AAF; and that airspace SE bounded on the NE by a line extending from latitude 32°15'00" N., longitude 84°45'00" W., to the intersection of the 26-mile radius arc centered at Lawson AAF and longitude 84°39'00" W., on the SE by the 26-mile radius arc and on the W by longitude 84°45'00" W.; excluding the portions within R-3002A.

AMENDMENTS 3/2/67 32 F. R. 80 (Rewritten)

Columbus, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Columbus Municipal Airport (latitude 39°08'09" N., longitude 85°55'29" W.), and within 2 miles each side of the 225° bearing from the Columbus Municipal Airport extending from the 5-mile radius area to 12 miles SW of the airport, excluding that portion which overlies the Atterbury, Ind., 700-foot transition area.

Columbus, Miss.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Columbus AFB, Miss. (latitude 33°38'38" N., longitude 88°26'39" W.); within a 6-mile radius of Columbus-Lowndes County Airport, Miss. (latitude 33°27'52" N., longitude 88°22'50" W.); within a 5-mile radius of Oktibbeha Airport, Miss. (latitude 33°29'45" N., longitude 88°41'00" W.); within 2 miles each side of the Columbus VORTAC 275° radial, extending from the 5-mile radius area to the VORTAC; within 2 miles each side of the Columbus VORTAC 101° radial, extending from the 6-mile radius area to the VORTAC; within 2 miles each side of the 179° bearing from the Colubmus radio beacon (latitude 33°27'30" N., longitude 88°23'00" W.), extending from the 6-mile radius area to 8 miles S of the radio beacon; and that airspace extending upward from 1,200 feet above the surface to the base of the continental control area within a 40-mile radius of Columbus AFB excluding that portion which coincides with the Tupelo, Miss., transition area; including that airspace SE of the 40-mile radius area bounded on the NE by V-278S, on the E by a 19-mile radius arc centered on the Tuscaloosa, Ala., VOR, on the SE by V-18, and on the W by longitude 88°00'00" W.; including that airspace N of the 40-mile radius area, bounded on the W by the Tupelo, Miss., transition area, on the north by V-159, and on the east by longitude 87°55'00" W.; and that airspace extending upward from 5,000 feet above mean sea level within 5 miles each side of the Caledonia VOR 310° radial extending from the 40-mile radius area to longitude 89°20'00" W., excluding that portion which coincides with the Tupelo, Miss., transition area; and that airspace extending upward from 10,000 feet above mean sea level SW of the 40-mile radius area bounded on the N by V-278, on the W by longitude 89°17'00" W., on the S by latitude 33°03'00" N., and on the SE by a line extending from latitude 33°03'00" N., longitude 88°57'40" W. to the intersection of longitude 88°47'00" W. and the 40-mile radius arc centered on Columbus AFB.

AMENDMENTS 6/22/67 32 F. R. 6434 (Changed); 8/31/67 32 F. R. 12996 (Changed)

Columbus, Nebr.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Columbus Municipal Airport (latitude 41°26'50" N., longitude 97°20'25" W.), and within 8 miles NE and 5 miles SW of the Columbus VOR 141° radial extending from the VOR to 12 miles SE, and within 8 miles W and 5 miles E of the Columbus VOR 340° radial extending from the VOR to 12 miles N and within 8 miles SW and 5 miles NE of the 330° and 150° bearings from the Columbus RBN extending from 2 miles SE of the RBN to 12 miles NW of the RBN.

Columbus, N. Mex.

That airspace extending upward from 8,000 feet MSL, bounded on the E by longitude 107°13'00" W, on the S by the United States/Mexican border, on the W by longitude 107°54'00" W, and on the N by latitude 31°59'00" N.

Columbus, Ohio

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°59'30" N., 82°53'20" W., of Columbus Municipal Airport, Columbus, Ohio; within a 14-mile radius of the center, 39°48'50" N., 82°55'40" W., of Lockbourne AFB, Columbus, Ohio; within a 5-mile radius of the center, 39°45'25" N., 82°39'35" W., of Anchor Hocking Airport, Lancaster, Ohio; within a 6-mile radius of the center, (40°04'45" N., 83°04'20" W.), of Ohio State University Airport; within 2 miles each side of the Ohio State University RBN (40°04'47" N., 83°04'54" W.) 273° bearing extending from the Ohio State University 6-mile radius area to 8 miles W of the RBN; within 2 miles each side of the Lockbourne VOR 088° radial extending from the Anchor Hocking Airport 5-mile radius area to 8 miles E of the VOR; that airspace within a line from 39°49'35" N., 82°37'30" W., to 40°00'00" N., 82°32'30" W., to 40°10'00" N., 82°32'30" W. to 40°10'10" W., 82°53'20" W.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 40°27'28" N., 82°07'37" W. to 39°52'25" N., 82°13'00" W. to 39°40'00" N., 82°00'00" W. to 39°40'00" N., 81°47'00" W. to 39°00'00" N., 81°43'40" W. to 39°00'00" N., 83°00'00" W. to 38°45'00" N., 83°30'00" W. to 38°30'00" N., 83°18'15" W. to 38°30'00" N., 83°59'00" W. to 39°19'00" N., 84°00'00" W. to 39°05'00" N., 83°30'00" W., to 40°00'00" N., 83°15'00" W. to 40°30'00" N., 83°50'00" W. to 40°30'00" N., 83°10'00" W. to point of beginning.

AMENDMENTS 4/27/67 32 F. R. 3767 (Changed)

Colusa, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles E and 3.5 miles W of the Williams, Calif. VORTAC 015 radial, extending from the VORTAC to 11 miles N of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the E by the W edge of V-23, on the S by the N edge of V-200 and on the W by the W edge of V-195.

Concord, N. H.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at 43°22'00" N., 71°23'00" W. to 42°47'00" N., 71°09'00" W. to 42°38'00" N., 71°20'00" W. to 42°40'00" N., 71°35'00" W. to 42°43'00" N., 71°36'00" W. to 42°49'30" N., 71°41'30" W. to 42°51'20" N., 71°47'00" W. to 42°52'15" N., 71°43'45" W. to 42°54'00" N., 71°45'00" W. to 42°57'00" N., 71°40'00" W., to 43°17'00" N., 71°46'00" W. to point of beginning.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 42°53'00" N., 71°05'00" W. to 42°43'00" N., 71°15'00" W. to 42°43'00" N., 71°40'00" W. to 42°55'00" N., 72°00'00" W. to 43°35'00" N., 71°55'00" W. to 43°45'00" N., 71°09'00" W. to point of beginning.

Connersville, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Mettel Airport (latitude 39°41'50" N., longitude 85°07'55" W.), and within 2 miles each side of the 015° bearing from the Mettel Airport extending from the 6-mile radius area to 8 miles north of the airport.

Cordele, Ga.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Cordele Airport (latitude 31°59'15" N., longitude 83°46'24" W.); within 2 miles each side of the Vienna VORTAC 226° radial extending from the 9-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the N by V-70, on the E by V-243, on the S by latitude 32°00'00" N., and on the W by the arc of a 40-mile radius circle centered at latitude 31°35'50" N., longitude 84°05'05" W.; within the area E of the Vienna VORTAC bounded on the N by the arc of a 35-mile radius circle centered on the Macon VORTAC (latitude 32°41'27" N., longitude 83°38'50" W.), on the SE by a line 5 miles east of and parallel to the 048° radial of the Vienna VORTAC, on the SW by the 138° radial of the Vienna VORTAC.

Cordova, Alaska

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Cordova RR SW course, extending from 8 miles SW of the Cordova RR to 13 miles SW of the INT of the SW course of the Cordova RR and the E course of the Hinchinbrook RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Cordova RR SE course, extending from 13 miles SE of the Cordova RR to 13 miles SE of the INT of the SE course of the Cordova RR and the E course of the Hinchinbrook RR; within 8 miles N and 5 miles S of the Hinchinbrook RR E and W courses, extending from 7 miles W to 13 miles E of the Hinchinbrook RR.

AMENDMENTS 8/18/66 31 F.R. 8620 (Added)

Corona, N. Mex.

That airspace extending upward from 8,500 feet MSL, within 10 miles NE and 7 miles SW of the Corona VOR 139° and 319° radials, extending from 20 miles SE to 9 miles NW of the VOR.

Corpus Christi, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within a 7-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within a 4-mile radius of the Sinton Airport (latitude 28°02'25" N., longitude 97°32'34" W.); within 2 miles each side of the Corpus Christi VORTAC 328° radial, extending from the 4-mile radius area to the VORTAC; within 2 miles each side of the Corpus Christi ILS localizer SE course, extending from the 6-mile radius area to 13 miles SE of the airport; within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the International Airport 6-mile radius area to 8 miles NW of the OM; within 2 miles each side of the Navy Corpus RBN 135° bearing, extending from the NAS Corpus Christi 7-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Navy Corpus TACAN 139° radial, extending from the NAS Corpus Christi 7-mile radius area to 12 miles SE of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by the SW boundary of V-163, latitude 28°07'00" N., and the N boundary of V-20; on the NE and E by a line extending from the N boundary of V-20 through latitude 28°42'00" N., longitude 96°26'00" W., to latitude 28°37'15" N., longitude 96°17'15" W.; thence to latitude 28°14'00" N., longitude 96°46'00" W.; thence S along longitude 96°46'00" W., to 3 nautical miles from the shoreline; thence SW 3 nautical miles from and parallel to the shoreline to latitude 27°49'00" N., to latitude 27°45'30" N., longitude 96°51'00" W.; to latitude 27°28'20" N., longitude 96°45'30" W.; to latitude 27°14'30" N., longitude 96°55'30" W.; to latitude 27°23'00" N., longitude 97°06'00" W.; thence SW to a point 3 nautical miles from the shoreline at latitude 27°11'20" N., thence to latitude 26°50'00" N., longitude 97°51'00" W.; and bounded on the S and W by a line extending from latitude 26°50'00" N., longitude 97°51'00" W.; to latitude 26°51'00" N., longitude 97°58'30" W.; to latitude 27°24'00" N., longitude 98°15'30" W.; to latitude 27°24'00" N., longitude 98°27'00" W.; to latitude 28°07'00" N., longitude 98°27'00" W., through latitude 28°27'00" N., longitude 98°14'00" W., to the SW boundary of V-163; and that airspace extending upward from 4,500 feet MSL bounded on the E by longitude 98°27'00" W., on the S by latitude 27°24'00" N., on the W by the arc of a 35-mile radius circle centered on latitude 27°35'22" N., longitude 99°29'54" W.; and on the N by a line extending from the intersection of the 35-mile radius arc and latitude 27°39'10" N., to latitude 27°44'00" N., longitude 98°27'00" W.

AMENDMENTS 6/30/67 32 F. R. 10193 (Changed)

Cortez, Colo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Montezuma County Airport, Cortez, Colo. (latitude 37°18'15" N., longitude 108°37'35" W.), and within 2 miles each side of the Cortez VOR 003° and 183° radials, extending from the 7-mile radius area to 6 miles N of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles E and 8 miles W of the Cortez VOR 003° and 183° radials, extending from 3 miles S to 14 miles N of the VOR.

Corvallis, Oreg.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Corvallis Municipal Airport (latitude 44°29'50" N., longitude 123°17'10" W.); within 2 miles each side of the Corvallis VOR 029° radial, extending from the 7-mile radius area to 7 miles NE of the Fischer FM and within 2 miles each side of the 044° bearing from latitude 44°33'25" N., longitude 123°16'22" W., extending from the 7-mile radius area to 5 miles NE of latitude 44°33'25" N., longitude 123°16'22" W.; that airspace extending upward from 1,200 feet above the surface within 6 miles NW and 8 miles SE of the Corvallis VOR 029° and 209° radials, extending from 6 miles SW to 17 miles NE of the VOR.

Coshocton, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Universal-Cyclops Airport (latitude 40° 12' 15" N., longitude 81° 52' 55" W.),and within 2 miles each side of the Zanesville VOR 002° radial, extending from the 6-mile radius area to 12 miles N of the VOR.

Cotulla, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cotulla Municipal Airport (latitude 28°27'15" N., longitude 99°13'05" W.) and within 8 miles north and 5 miles south of the Cotulla VOR 085° and 265° radials, extending to 5 miles west and 12 miles east of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 28°52'00" N., longitude 99°25'00" W., to latitude 28°54'00" N., longitude 99°05'00" W., to latitude 28°19'00" N., longitude 98°37'00" W., to latitude 28°05'00" N., longitude 98°48'00" W., to latitude 28°06'00" N., longitude 99°08'00" W., to latitude 28°08'20" N., longitude 99°18'20" W., to latitude 28°32'00" N., longitude 99°28'00" W., to point of beginning; and that airspace extending upward from 3,000 feet MSL bounded by a line beginning at latitude 28°54'00" N., longitude 99°05'00" W., to latitude 28°43'30" N., longitude 98°17'30" W., to latitude 28°34'00" N., longitude 98°23'00" W., to latitude 28°27'00" N., longitude 98°14'00" W., to latitude 28°07'00" N., longitude 98°27'00" W., to latitude 28°05'00" N., longitude 98°48'00" W., to latitude 28°19'00" N., longitude 98°37'00" W., thence to point of beginning.

AMENDMENTS 6/22/67 32 F. R. 5768 (Rewritten)

Crescent City, Calif.

That airspace extending upward from 1,200 feet above the surface within 10 miles east and 7 miles west of the Crescent City VORTAC 180° and 360° radials, extending from 8 miles north to 20 miles south of the VORTAC; within 5 miles each side of the Crescent City VORTAC 234° radial, extending from the VORTAC to 12 miles southwest of the VORTAC; that airspace north of Crescent City bounded on the east by the east edge of V-27; on the north and northwest by the arc of 16.5-mile radius of Crescent City VORTAC, bounded on the southwest by a line 8 miles southwest of and parallel to the Crescent City VORTAC 325° radial and bounded on the south by latitude 41°46'00" N.

AMENDMENTS 9/14/67 32 F. R. 9956 (Rewritten)

Cross City, Fla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cross City Airport (latitude 29°38'05" N., longitude 83°06'15" W.); and within 2 miles each side of the 121° radial of the Cross City, Fla., VOR extending from the 8-mile radius area to 8 miles SE of the VOR.

Crossville, Tenn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.); within 5 miles SW and 8 miles NE of the Crossville VORTAC 154° radial, extending from the VORTAC to 12 miles SE, excluding the area SE of a line 16 miles NW of and parallel to the Chattanooga, Tenn., VORTAC 037° radial; within 8 miles N and 5 miles S of the 063° bearing from the Crossville RBN extending from the 6-mile radius area to 12 miles NE of the RBN.

Crows Landing, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Crows Landing TACAN 359° radial, extending from the arc of a 5-mile radius circle centered on ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.) to 7 miles N of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°38'00" N., on the E by V-109, on the SW by V-107 and on the W by longitude 121°31'00" W. The portions within R-2525 would be used only after obtaining prior approval from appropriate authority.

Cumberland, Md.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center. 39°36'56" N., 78°45'51" W. of Cumberland Municipal Airport, Cumberland, Md., and within 6 miles E and 5 miles W of the Cumberland RBN 019° bearing, extending from the 7-mile radius area to 11 miles N of the RBN.

Cut Bank, Mont.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); and that airspace extending upward from 1,200 feet above the surface within the arc of a 29-mile radius circle centered on the Cut Bank VOR extending from a line 5 miles NE of and parallel to the Cut Bank VOR 151° radial clockwise to a line 5 miles W of and parallel to the Cut Bank VOR 172° radial; and the area between the Cut Bank VOR 151° radial and a line 8 miles NE of and parallel to the 151° radial extending from the VOR to 12 miles SE of the VOR.

Daggett, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Barstow-Daggett Airport (latitude 34°51'20" N., longitude 116°47'10" W.); within 2 miles each side of the 050° bearing from Barstow-Daggett Airport extending from the 3-mile radius area to 6 miles NE of the airport, and within 2 miles each side of the 090° bearing from the Barstow-Daggett Airport extending from the 3-mile radius area to 6.5 miles E of the airport.

Dalhart, Texas

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Dalhart Municipal Airport (latitude 36°01'10" N., longitude 102°33'10" W.), and within 2 miles each side of the Dalhart VORTAC 002° radial extending from the 9-mile radius area to 12 miles N of the VORTAC; that airspace extending upward from 1200 feet above the surface within a 12-mile radius of the Dalhart VORTAC, within 10 miles SW and 7 miles NE of the Dalhart VORTAC 324° and 144° radials extending from 20 miles NW to 9 miles SE of the VORTAC, within 10 miles W and 7 miles E of the Dalhart VORTAC 002° and 182° radials extending from 20 miles N to 9 miles S of the VORTAC; and within 5 miles each side of the Dalhart VORTAC 182° radial extending from the 12-mile radius area to 23 miles S of the VORTAC.

Dallas-Fort Worth, Tex.

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 33°11'00" N., longitude 97°27'00" W.; to latitude 33°11'00" N., longitude 97°19'00" W.; to latitude 33°08'00" N., longitude 97°15'00" W.; to latitude 33°10'30" N., longitude 97°06'00" W.; to latitude 33°19'00" N., longitude 97°06'00" W.; to latitude 33°19'00" N., longitude 96°57'00" W.; to latitude 33°08'30" N., longitude 96°36'00" W.; to latitude 33°08'30" N., longitude 96°25'00" W.; to latitude 32°44'00" N., longitude 96°26'00" W.; to latitude 32°32'00" N., longitude 96°40'00" W.; to latitude 32°25'00" N., longitude 97°29'00" W.; thence N along longitude 97°29'00" W. to and clockwise along the arc of a 23-mile radius circle centered at latitude 32°46'20" N., longitude 97°26'30" W.; to longitude 97°28'00" W.; thence N to point of beginning; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 31°47'00" N., longitude 96°22'00" W.; to latitude 32°12'00" N., longitude 96°50'00" W.; to latitude 32°18'00" N., longitude 97°25'00" W.; to latitude 32°07'00" N., longitude 97°46'00" W.; to latitude 32°00'00" N., longitude 98°15'00" W.; to latitude 32°52'00" N., longitude 99°02'00" W.; to latitude 33°02'00" N., longitude 98°51'00" W.; to latitude 33°16'00" N., longitude 98°51'00" W.; to latitude 33°16'00" N., longitude 98°30'00" W.; to latitude 33°22'00" N., longitude 97°55'00" W.; to latitude 33°34'00" N., longitude 97°44'00" W.; to latitude 33°37'00" N., longitude 96°50'00" W.; to latitude 33°09'00" N., longitude 96°01'00" W.; to latitude 33°09'00" N., longitude 95°54'00" W.; to latitude 33°00'00" N., longitude 95°45'00" W.; to latitude 32°43'00" N., longitude 95°39'00" W.; to latitude 32°30'00" N., longitude 95°53'00" W.; to latitude 31°47'00" N., longitude 95°55'00" W.; to point of beginning.

Danbury, Conn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°22'20" N., 73°29'00" W., of Danbury Airport, Danbury, Conn.; and within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius area to 7 miles N of the end of the runway, excluding that airspace which coincides with the Bridgeport, Conn., and White Plains, N. Y., 700-foot floor transition areas.

Danville, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Vermillion County Airport, Danville, Ill. (latitude 40°12'00" N., longitude 87°35'45" W.), within 2 miles each side of the Danville VORTAC 196° radial extending from the 5-mile radius area to the VORTAC, and within 2 miles each side of the Danville VORTAC 199° radial extending from the 5-mile radius are to 18 miles S of the VORTAC.

AMENDMENTS 6/27/67 32 F. R. 9643 (Changed)

Danville, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of 36°34'20" N., 79°20'05" W. of Danville Airport, Danville, Va.; within 2 miles each side of the Danville VOR 044° and 208° radials extending from the 7-mile radius area to 8 miles NE and 8 miles SW of the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°00'00" N., 80°25'10" W. to 37°00'00" N., 78°38'00" W. to 36°33'00" N., 78°43'00" W. to 36°18'30" N., 79°27'00" W., thence counterclockwise along a 35-mile radius arc (centered at 36°06'00" N., 80°01'30" W.) to 36°36'20" N., 80°06'30" W. to 36°46'40" N., 80°07'40" W. to the point of beginning.

Darby, Alaska

That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 290° bearing from the Unalakleet, Alaska, RR, extending from 32 miles to 52 miles W of the RR.

Darlington, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Darlington County Airport (latitude 34°26'50" N., longitude 79°53'23" W.).

Darwin, Minn.

That airspace extending upward from 1,200 feet above the surface within 9 miles S and 6 miles N of the Darwin VOR 088° and 268° radials, extending from 8 miles E to 19 miles W of the VOR.

Dayton, Ohio

That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 39°59'00" N., 83°40'00" W. to 39°55'00" N., 83°37'00" W. to 39°45'00" N., 83°43'00" W. to 39°39'00" N., 84°07'00" W. to 39°45'00" N., 84°24'00" W. to 39°49'00" N., 84°27'00" W. to 40°04'00" N., 84°17'00" W. to the point of beginning.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°19'00" N., 84°00'00" W. to 39°40'00" N., 84°25'00" W. to 40°10'00" N., 85°00'00" W. to 40°30'00" N., 84°49'00" W. to 40°32'00" N., 84°30'00" W. to 40°29'00" N., 84°14'00" W. to 40°30'00" N., 83°50'00" W. to 40°00'00" N., 83°15'00" W. to 39°05'00" N., 83°30'00" W. to the point of beginning.

Dayton, Ohio (Montgomery County)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°35'20" N., 84°13'20" W., of Montgomery County Airport, Dayton, Ohio; and within 2 miles each side of the Montgomery County VOR 145° radial extending from the 6-mile radius area to 8 miles southeast of the VOR, excluding the portion which lies within the Middletown, Ohio, transition area.

Daytona Beach, Fla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Daytona Beach Municipal Airport (latitude 29°11'05" N., longitude 81°03'20" W.); within 8 miles northwest and 5 miles southeast of the Daytona ILS localizer southwest course, extending from the 8-mile radius area to 12 miles southwest of the LOM; within 2 miles each side of the 236° bearing from the Daytona Beach LOM, extending from the LOM to the intersection of the Daytona Beach VORTAC 219° radial and the Orlando, Fla., VORTAC 354° radial; and within a 5-mile radius of the Ormond Beach Municipal Airport (latitude 29°18'00" N., longitude 81°06'49" W.); excluding the airspace outside of the continental limits of the United States; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 29°33'00" N., on the W by the W edge of V-267, on the S by latitude 28°58'00" N., on the E by the limits of the territorial waters of the United States, and that airspace N of Daytona Beach bounded on the E by V-3, on the S by latitude 29°33'00" N., on the W by V-267.

AMENDMENTS 7/20/67 32 F. R. 7706 (Changed)

Decatur, Ark.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Crystal Lake Airport (latitude 36°20'30" N., longitude 94°26'45" W.); within 2 miles each side of the Fayetteville VORTAC 292° radial extending from the 6-mile radius area to 31 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 36°25'00" N., longitude 94°20'45" W., to latitude 36°23'45" N., longitude 94°21'30" W., thence counterclockwise along the arc of a 6-mile radius circle centered at latitude 36°20'30" N., longitude 94°26'45" W., to latitude 36°24'45" N., longitude 94°30'45" W., to latitude 36°30'00" N., longitude 94°37'00" W., to point of beginning.

AMENDMENTS 12/7/67 32 F. R. 14153 (Added)

Decatur, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Decatur Municipal Airport (latitude 39°50'03" N., longitude 88°52'10" W.), and within 2 miles each side of the Decatur VOR 351° radial, extending from the 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Decatur VOR and within 10 miles S and 6 miles N of the Decatur VOR 285° radial extending from the 15-mile radius area to the arc of a 26-mile radius circle centered on Springfield, Ill., Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.).

Defiance, Ohio

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center of Bryan-Defiance Memorial Airport, Defiance, Ohio, 41°20'30" N., 84°25'30" W. and within 2 miles each side of the Defiance RBN 299° bearing extending NW from the 4-mile radius area for 4 miles.

DeLancey, N. Y.

That airsapce extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 42°40'00" N., 75°30'00" W. to 42°10'00" N., 75°25'00" W. to 42°00'00" N., 75°26'30" W. to 42°00'00" N., 75°00'00" W. to 42°01'00" N., 74°30'00" W. to 43°00'00" N., 74°30'00" W. to point of beginning.

Del Rio, Tex.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 29°23'00" N., longitude 100°50'15" W.; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Laughlin AFB, Del Rio, Tex. (latitude 29°21'35" N., longitude 100°46'35" W.); and that airspace extending upward from 4,500 feet MSL within a 60-mile radius of Laughlin AFB; excluding the portion outside the United States and the portion extending upward from 4,500 feet MSL within Federal airways.

Delta, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Delta Municipal Airport (latitude 39° 23' 00" N., longitude 112° 30' 35" W.), and within 2 miles each side of the Delta VOR 001° and 196° radials, extending from the 5-mile radius area to 6 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 8 miles W of the Delta VOR 016° and 196° radials, extending from 10 miles N to 20 miles S of the VOR.

Deming, N. Mex.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Deming VOR 264° radial, extending from the VOR to 3.2 miles W of the Deming VOR, and within 2 miles each side of the Deming VOR 270° radial, extending from 5.5 miles W of the Deming Municipal Airport (latitude 32° 15' 25" N., longitude 107° 43' 00" W.) to 8.5 miles W of the airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31° 47' 00" N., longitude 106° 53' 35" W., thence W along the United States/Mexican border to longitude 107° 13' 00" W., thence N along longitude 107° 13' 00" W., to latitude 31° 59' 00" N., thence W along latitude 31° 59' 00" N., to longitude 107° 54' 00" W., thence N along longitude 107° 54' 00" W., to latitude 32° 19' 15" N., longitude 107° 54' 00" W., thence to latitude 32° 24' 20" N., longitude 107° 36' 00" W., thence to latitude 32° 30' 20" N., longitude 107° 32' 58" W., thence via the arc of a 16-mile circle centered on the Deming VOR to the N boundary of V-94, thence E along the N boundary of V-94 to the W boundary of V-19, thence N along the W boundary of V-19 to latitude 32°36'25" N., thence to latitude 32°30'45" N., longitude 106°42'00" W., thence S along the W boundary of R-5107A and R-5107B to the arc of a 30-mile radius circle centered on the El Paso, Tex., International Airport (latitude 31° 48' 35" N., longitude 106° 22' 55" W.), thence counterclockwise along the 30-mile radius arc to the point of beginning; and that airspace extending upward from 8,500 feet MSL bounded on the W by the E boundary of V-110, on the N by a line extending from the E boundary of V-110 through latitude 32°44'45 N., longitude 107°20'50" W, and latitude 32°41'50" N., longitude 107°06'20" W., to the W boundary of V-19, on the E by V-19, and on the S and SW by V-94 and the arc of a 16-mile radius circle centered on the Deming VOR.

Denison, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Denison, Iowa, Municipal Airport (latitude 41°59'15" N., longitude 95°23'00" W.) and within 2 miles each side of the 115° bearing from Denison Municipal Airport, extending from the 6-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the 115° bearing from Denison Municipal Airport, extending from the airport to 12 miles southeast of the airport.

AMENDMENTS 7/20/67 32 F. R. 7590 (Added)

Denver, Colo.

That airspace extending upward from 700 feet above the surface, within an arc of a 22-mile radius circle centered on Stapleton Airport (latitude 39°46'30" N., longitude 104°52'40" W.) extending clockwise between the 253° and 078° bearings from Stapleton Airport, within an arc of a 37-mile radius circle centered on Stapleton Airport extending clockwise between the 078° and 160° bearings from Stapleton Airport, within an arc of a 30-mile radius circle centered on Stapleton Airport extending clockwise between the 160° and 182° bearings from Stapleton Airport, and within an arc of a 24-mile radius circle centered on Stapleton Airport extending clockwise between the 182° and 253° bearings from the Stapleton Airport; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°30'00" N., on the east by longitude 104°00'00" W., on the south by latitude 39°05'00" N., and on the west by longitude 105°20'00" W.; that airspace northeast of Greeley, Colo., extending upward from 7,500 feet MSL bounded on the northeast by V-132, on the SE by V-160, on the south by latitude 40°30'00" N., and on the northwest by V-207, and that airspace east of Denver bounded on the northwest by V-160, on the northeast by V-132, on the east by V-169, on the south by latitude 39°05'00" N., and on the west by longitude 104°00'00" W. excluding the airspace within Federal airways; that airspace west of Denver extending upward from 11,500 feet MSL, bounded on the north by latitude 40°30'00" N., on the east by longitude 105°20'00" W., on the south by latitude 39°05'00" N., on the west by longitude 105°23'00" W.; that airspace extending upward from 12,700 feet MSL bounded on the north by latitude 40°30'00" N., on the east by longitude 105°23'00" W. to latitude 39°20'00" N., thence direct latitude 39°30'00" N., longitude 105°30'00" W., and on the west by longitude 105°30'00" W.; and that airspace extending upward from 13,700 feet MSL bounded on the north by latitude 40°30'00" N., on the east by longitude 105°30'00" W. to latitude 39°30'00" N., thence direct to latitude 39°20'00" N., longitude 105°23'00" W., thence direct latitude 39°05'00" N., longitude 105°23'00" W., thence direct latitude 39°05'00" N., longitude 105°26'00" W., thence direct latitude 39°44'00" N., longitude 105°38'00" W., thence direct latitude 40°30'00" N., longitude 105°33'00" W.

AMENDMENTS 12/7/67 32 F. R. 14153 (Rewritten)

Des Moines, Iowa

That airspace extending upward from 700 feet above the surface within an 18-mile radius of Des Moines Municipal Airport (latitude 41°32'10" N., longitude 93°39'28" W.); and that airspace extending upward from 1,200 feet above the surface beginning NE of Des Moines at latitude 42°00'00" N., longitude 92°53'00" W., thence W along latitude 42°00'00" N. to and S along longitude 94°00'00" W., to and W along the S edge of V-172, to and S along longitude 94°42'00" W., to and E along the N edge of V-6, to longitude 94°25'00" W., thence SE to latitude 40°56'30" N., longitude 93°54'00" W., thence E to latitude 41°10'00" N., longitude 92°53'00" W., thence N to the point of beginning.

Detroit, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), and within an 8-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), and within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the OM, and within 2 miles each side of the Willow Run VOR 047° radial, extending from the 8-mile radius area to 10 miles NE of the intersection of the Willow Run Airport ILS localizer NE course and the Salem, Mich., VOR 140° radial, and within 2 miles each side of the Windsor, Ontario, ILS localizer SW course extending from the Detroit Metropolitan Wayne County Airport 8-mile radius to the Unites States/Canadian Border, excluding the portion within the Grosse Ile, Mich., control zone; and that airspace extending upward from 1,200 feet above the surface bounded on the W by longitude 84°05'00" W., on the N by latitude 42°46'00" N., on the E by the E boundary of V-42 E alternate and the United States/Canadian Border, and on the S by a line from latitude 41°45'05" N., longitude 84°05'00" W., to latitude 41°45'30" N., longitude 83°19'45" W., to latitude 41°50'39" N., longitude 83°08'47" W., to latitude 41°45'30" N., longitude 83°03'30" W., to the United States/Canadian Border at latitude 41°45'30" N., longitude 82°51'00" W.

Detroit City, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Berz Airport, Birmingham, Mich. (latitude 42°32'40" N., longitude 83°10'25" W.), and within a 23-mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), extending from the 303° bearing from the Detroit City Airport clockwise to the 123° bearing from the Detroit City Airport excluding the Pontiac, Mich., and Mount Clemens, Mich., transition areas and the airspace outside the United States.

Devils Lake, N. Dak.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Devils Lake Municipal Airport (latitude 48°06'47" N., longituude 98°54'26" W.).

Dickinson. N. Dak.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Dickinson Municipal Airport (latitude 46°47'51" N., longitude 102°47'49" W.), and within 2 miles each side of the Dickinson VORTAC 013° radial, extending from the 7-mile radius area to 8 miles N of the VORTAC; and that airspace extending from 1,200 feet above the surface within 5 miles E and 8 miles W of the Dickinson VORTAC 013° radial, extending from the VORTAC to 13 miles N of the VORTAC; and within the arc of a 12-mile radius circle centered on the Dickinson VORTAC extending clockwise from the Dickinson VORTAC 259° radial to the Dickinson VORTAC 093° radial.

Dixon, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Charles R. Walgreen Field, Dixon, Ill. (latitude 41°50'03" N., longitude 89°26'37" W.), and within 2 miles each side of the Polo, Ill., VORTAC 155° radial extending from the 5-mile radius area to the VORTAC.

Dodge City, Kans.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Dodge City Municipal Airport (latitude 37°45'45" N., longitude 99°58'00" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Dodge City VOR 341° and 161° radials extending from a point 3 miles S of the VOR to 12 miles N of the VOR.

Dothan, Ala.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Dothan Airport (latitude 31°19'10" N., longitude 85°27'30" W.), excluding the portion which coincides with the Fort Rucker, Ala., transition area, the airspace within a 1.5 mile radius of Headland Municipal Airport (latitude 31°21'45" N., longitude 85°18'30" W.) and the airspace within a 1.5-mile radius of Goldberg AHP (latitude 31°24'57" N., longitude 85°27'47" W.).

AMENDMENTS 1/4/68 32 F. R. 15810 (Added)

Douglas, Ariz.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Douglas VORTAC 347° radial extending from 6 miles to 9 miles north of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 9-mile radius of the Douglas VORTAC; within a 23-mile radius of the Douglas VORTAC extending from the 9-mile radius area clockwise from the southwest boundary of V-66 to the southeast boundary of V-66 and within 5 miles each side of the Douglas VORTAC 347° radial extending from the 23-mile radius area to the Cochise VORTAC, excluding the portion within the Cochise, Ariz., transition area.

Douglas, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Douglas Airport (latitude 31°29'10" N., longitude 82°51'15" W.), within 2 miles each side of the Alma, Ga., VORTAC 259° radial extending from the Douglas 5-mile radius area to the Alma VORTAC.

Douglas, Wyo.

That airspace extending upward from 8,500 feet MSL, bounded on the north by latitude 42°44'00" N., and the east by V-169, on the southeast by V-89, on the south by V-524, on the west by V-19E and on the southwest by V-19E and V-247.

AMENDMENTS 10/12/67 32 F. R. 11429 (Added)

Dover, Del.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 39°07'45" N., 75°27'50" W. of Dover AFB, Dover, Del., and within 2 miles each side of the Dover AFB ILS localizer S course extending from the 9-mile radius to 8 miles S of the LOM, and within a 5-mile radius of the center 39°13'05" N., 75°35'55" W., of Dealaware Airpark, Dover-Cheswold, Del.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°26'20" N., 75°19'58" W. to 38°57'30" N., 74°59'20" W. to 38°06'40" N., 75°31'00" W. to 38°10'58" N., 75°42'50" W. to 38°15'20" N., 75°40'05" W. to 38°16'10" N., 75°42'20" W. to 38°23'00" N., 75°38'00" W. to 38°57'00" N., 75°53'00" W. to 39°10'00" N., 75°53'00" W. to point of beginning.

AMENDMENTS 9/14/67 32 F. R. 11519 (Changed)

Dowagiac, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cass County Memorial Airport (latitude 41°59'30" N., longitude 86°07'30" W.), and within 2 miles each side of the Keeler, Mich., 181° radial extending from the 5-mile radius area to the Keeler VOR excluding the portion within the Benton, Harbor, Mich., and South Bend, Ind., transition areas.

Dublin, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dublin Municipal Airport (latitude 32°33'55" N., longitude 82°59'10" W.); within 2 miles each side of the Dublin VOR 069° radial, extending from the 5-mile radius area to the VOR.

Dublin, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (37°08'10" N., 80°40'50" W.) of New River Valley Airport, Dublin, Va.; and within 2 miles each side of Pulaski VOR 208° radial extending from the 7-mile radius area to 8 miles southwest of the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°10'00" N., 80°57'00" W., to 37°10'00" N., 80°51'30" W., to 37°19'25" N., 80°49'10" W., thence clockwise along a 15 NMI arc centered on the Pulaski VOR (37°05'16" N., 80°42'43" W.) to 37°00'00" N., 80°25'10" W., to 36°46'40" N., 80°07'40" W., to 36°36'20" N., 80°06'30" W., to 36°30'00" N., 80°57'00" W., to the point of beginning.

AMENDMENTS 9/14/67 32 F. R. 11520 (Changed)

Dubois, Idaho

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dubois Municipal Airport (latitude 44° 09' 45" N., longitude 112° 12' 50" W.), and within 2 miles each side of the Dubois VOR 354° radial, extending from the 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 7 miles W of the Dubois VOR 170° and 350° radials, extending from 10 miles N to 20 miles S of the VOR.

DuBois, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the DuBois-Jefferson County Airport (latitude 41°10'45" N., longitude 78°53'45" W.), and within 2 miles each side of the DuBois RBN 056° bearing, extending from the 6-mile radius area to 8 miles NE of the RBN.

Dubuque, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'55" W.), within 8 miles SW and 5 miles NE of the Dubuque VORTAC 321° radial, and within 8 miles NE and 5 miles SW of the Dubuque VORTAC 126° radial extending from the VORTAC to 12 miles NW and SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 42°05'00" N., longitude 91°00'00" W., thence W along latitude 42°05'00" N., to and N along longitude 92°15'00" W., to and counterclockwise along the arc of a 29-mile radius circle centered on the Waterloo, Iowa, VORTAC, to and E along the S edge of V-100, to and clockwise along the arc of a 29-mile radius circle centeded on the Dubuque VORTAC, to and SE along the SW edge of V-218, to and S along longitude 89°55'00" W., to and SW along the NW edge of V-216, to and W along the N edge of V-172, to and N along longitude 91°00'00" W., to the point of beginning.

AMENDMENTS 2/2/67 31 F. R. 15236 (Rewritten); 3/3/67 32 F. R. 3972 (Rewritten)
AMENDMENTS 6/22/67 32 F. R. 6555 (Changed); 9/14/67 32 F. R. 10839 (Rewritten)

Duluth, Minn.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Duluth International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth VOR 023° radial, extending from the 8-mile radius area to 18 miles northeast of the VOR; and within 2 miles each side of the Duluth ILS localizer west course, extending from the 8-mile radius area to 8 miles west of the OM; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Duluth International Airport; within a 34-mile radius of the Duluth VOR; and within 8 miles northwest and 5 miles southeast of the Duluth VOR 051° radial, extending from the 35-mile radius area to 41 miles northeast of the VOR; excluding the portion which overlies the Hibbing, Minn., transition area.

AMENDMENTS 9/14/67 32 F. R. 10347 (Rewritten)

Duncan, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Halliburton Field (latitude 34° 28' 30" N., longitude 97° 57' 30" W.), and within 2 miles each side of the Duncan VOR 157° and 337° radials, extending from the 5-mile radius area to 7 miles SE of the VOR.

Dunkirk, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°29'35" N., 79°16'20" W., of Dunkirk Municipal Airport, Dunkirk, N. Y.; within 2 miles northwest and 5 miles southeast of the Dunkirk, N. Y. VOR 046° radial extending from the VOR to 12 miles NE of the VOR; and within 2 miles each side of the Runway 15 centerline extended from the 5-mile radius area to 10 miles southeast of the lift-off end of the runway.

Durango, Colo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the La Plata Field (latitude 37°09'12" N., longitude 107°45'04" W.), and within 2 miles SW and 3 miles NE of the Durango VOR 118° radial, extending from the 5-mile radius area to 8 miles SE of the VOR, and within 2 miles each side of the Durango VOR 225° radial, extending from the 5-mile radius area to 9 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 9 miles SW and 6 miles NE of the Durango VOR 298° and 118° radials, extending from 7 miles NW to 14 miles SE of the VOR.

Dyersburg, Tenn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dyersburg Municipal Airport (latitude 36°00'00" N., longitude 89°24'20" W.); within 2 miles each side of the Dyersburg VORTAC 078° radial, extending from the VORTAC to 8 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the Dyersburg VORTAC 078° and 258° radials, extending from 4 miles W of to 12 miles E of the VORTAC.

Eagle Lake, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Eagle Lake Airport (latitude 29°36'00" N., longitude 96°19'26" W.); and within 2 miles each side of the Eagle Lake VOR 007° radial extending from the 5-mile radius area to 8 miles N of the VOR.

East Hampton, N. Y.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of East Hampton Airport (latitude 40°57'36" N., longitude 72°15'05" W.); and within 2 miles each side of the Hampton VOR 231° radial extending from the 6-mile radius area to 8 miles SW of the VOR.

Eastman, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Eastman-Dodge County Airport (latitude 32°12'51" N., longitude 83°07'42" W.).

AMENDMENTS 8/17/67 32 F. R. 8580 (Added)

East St.Louis, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bi-State Parks Airport (latitude 38°34'21" N., longitude 90°09'28" W.), and within 8 miles SW and 5 miles NE of the 132° bearing from the Bi-State Parks Airport extending from the airport to 12 miles SE, excluding that portion which overlies the Belleville, Ill., transition area.

Eau Claire, Wis.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Eau Claire Municipal Airport (latitude 44°51'47" N., longitude 91°29'13" W.); and within 2 miles each side of the Eau Claire VOR 011° radial, extending from the 7-mile radius area to 8 miles N of the VOR; and within 2 miles each side of the 319° bearing from the Eau Claire Municipal Airport, extending from the 7-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 5 miles N of the 274° bearing from the Eau Claire Municipal Airport, extending from the airport to 12 miles W of the airport; and within the arc of a 14-mile radius circle centered on the Eau Claire VOR, extending from the Eau Claire VOR 258° radial clockwise to the Eau Claire VOR 091° radial.

PENDING AMENDMENT

Eau Claire, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Eau Claire Municipal Airport (latitude 44°51'50" N., longitude 91°29'10" W.); and within 2 miles each side of the Eau Claire VORTAC 011° radial, extending from the 9-mile radius area to 8 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles south and 5 miles north of the 274° bearing from Eau Claire Municipal Airport, extending from the airport to 12 miles west of the airport and within the arc of a 14-mile radius circle centered on the Eau Claire VORTAC, extending from the Eau Claire VORTAC 258° radial clockwise to the Eau Claire VORTAC 091° radial.

AMENDMENTS 2/29/68 32 F. R. 20769 (Rewritten)

Edenton, N. C.

That airsapce extending upward from 700 feet above the surface within a 5-mile radius of the Edenton Municipal Airport (latitude 36°01'30" N., longitude 76°33'30" W.); within 2 miles each side of a line bearing 331° from latitude 36°05'00" N., longitude 76°36'00" W., extending from the 5-mile radius area to 8 miles NW of latitude 36°05'00" N., longitude 76°36'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded on the N by the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W. and a line extending from latitude 36°03'15" N., longitude 76°02'15" W. to latitude 36°13'25" N., longitude 76°47'30" W., on the E by longitude 76°30'00" W. and a line 5 miles S of and parallel to the Elizabeth City VOR 244° radial, on the S by the arc of a 60-mile radius circle centered at latitude 34°54'30" N., longitude 76°53'00" W. and on the W by V-139.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed)

Edwards AFB, Calif.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Edwards AFB (latitude 34°54'20" N., longitude 117°52'55" W.), within 2 miles SE and 8 miles NW of the Edwards AFB TACAN 058° radial extending from the 15-mile radius area to 13.5 miles NE of the TACAN.

Eglin AFB, Fla.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.) and within a 7-mile radius of Hurlburt AFB, Fla. (latitude 30°25'40" N., longitude 86°41'20" W.); and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°22'05" N., longitude 86°56'20" W., thence along a 25-mile radius arc centered at NAAS Saufley Field, Pensacola, Fla. (latitude 30°28'15" N., longitude 87°20'30" W.) to latitude 30°35'35" N., longitude 86°56'40" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; to latitude 30°42'45" N., longitude 86°45'45" W.; to latitude 30°45'40" N., longitude 86°39'45" W.; to latitude 30°44'50" N., longitude 86°07'15" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 29°54'00" N., longitude 86°16'00" W.; to latitude 29°54'00" N., longitude 86°45'50" W.; to latitude 30°20'50" N., longitude 86°38'50" W. thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00" W.: to latitude 30°23'20" N., longitude 86°48'00" W.; to the point of beginning.

El Centro, Calif.

That airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Imperial VORTAC 088° and 268° radials, extending from 15 miles E to 15 miles W of the VORTAC, and within 15 miles W and 5 miles E of the Imperial VORTAC 360° radial, extending from the VORTAC to 25 miles N of the VORTAC, excluding the portion under the jurisdiction of Mexico.

El Dorado, Ark.

That airspace extending upward from 700 feet above the surface within 5 miles SE and 8 miles NW of the El Dorado VORTAC 059° radial extending from the VORTAC to 12 miles NE, within 5 miles SE and 5 miles NW of the 239° radial extending from the VORTAC to 5 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 33°20'30" N., longitude 92°51'30" W.; to latitude 33°30'00" N., longitude 92°51'30" W.; to latitude 33°30'00" N., longitude 92°30'00" W.; to latitude 32°44'00" N., longitude 92°20'00" W.; to point of beginning.

Elizabeth City, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of CGAS Elizabeth City (latitude 36°15'50" N., longitude 76°10'40" W.) and within 2 miles each side of the 127° bearing from the Weeksville RBN, extending from the 7-mile radius area to 8 miles SE of the RBN.

Elizabethtown, Ky.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°45'10" N., 85°53'10" W., of Elizabethtown-Hardin County Airport, Elizabethtown, Ky., and within 2 miles each side of the New Hope, Ky., VOR 306° radial extending from the 5-mile radius area to the VOR excluding that portion that coincides with the Louisville, Ky., transition area. This transition area shall be in effect from sunrise to sunset, daily.

AMENDMENTS 11/9/67 32 F. R. 13269 (Added)

Elkins. W. Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 38°53'25" N., 79°51'25" W. of Elkins-Randolph County Airport, Elkins, W. Va.; within 2 miles each side of the Elkins VOR 098° radial extending from the 7-mile radius area to the VOR; within 5 miles each side of the Elkins VOR 070° radial extending from 11 miles E to 23 miles E of the VOR, effective sunrise to sunset.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°10'00" N.. 79°55'00" W. to 39°06'00" N., 79°42'00" W. to 38°58'00" N., 79°38'00" W. to 38°46'00" N.. 79°43'00" W. to 38°44'00" N., 80°00'00" W. to 38°49'00" N., 80°23'00" W. to 38°59'00" N., 80°22'00" W. to the point of beginning.

Elko, Nev.

That airspace extending upward from 700 feet above the surface within 5 miles east and 8 miles west of the Elko VORTAC 177° radial, extending from the VORTAC to 12 miles south of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Elko VORTAC, that airspace extending from the 12-mile radius area E of Elko bounded on the N by a line 4 n. m. S of and parallel to the Wells, Nev., VOR 256° radial, on the east by longitude 115°29'00" W., and on the south by a line 5 miles south of and parallel to the Elko VORTAC 091° radial, that airspace extending from the 12-mile radius area W of Elko bounded on the N by a line 4 n.m. SE of and parallel to the Battle Mountain, Nev., VOR 062° radial, on the west by longitude 116°20'00" W., and on the south by a line 10 miles south of and parallel to the Elko VORTAC 258° radial and within 5 miles each side of the Elko VORTAC 154° radial, extending from the 12-mile radius area to 25 miles southeast of the VORTAC; that airspace extending upward from 9,500 feet MSL S of Elko, extending from the 12-mile radius area bounded on the E by a line 4 n.m. W of and parallel to the Elko VORTAC 154° radial, on the south by the arc of a 29-mile radius circle centered on the Elko VORTAC, and on the west by a line 5 miles west of and parallel to the Elko VORTAC 177° radial; and that airspace extending upward from 12,500 feet MSL within the area bounded by the arcs of 29 and 34-mile radius circles centered on the Elko VORTAC, bounded on the east by V-293 and on the west by a line 5 miles west of and parallel to the Elko VORTAC 177° radial.

Ellensburg, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ellensburg Municipal Airport (latitude 47°02'10" N., longitude 120°31'50" W.); and that airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Ellensburg VORTAC 064° and 244° radials extending from 9 miles SW to 20 miles NE of the VORTAC, and within 8 miles NE and 5 miles SW of the Ellensburg VORTAC 131° radial extending from the VORTAC to 12 miles SE of the VORTAC.

Elmira. N.Y.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center of Chemung County Airport Elmira, N.Y., 42°09'37" N., 76°53'35" W. within 2 miles each side of the Elmira VOR 237° radial extending SW from the 12-mile radius area for 8 miles SW of the VOR; within 5 miles SE and 8 miles NW of the airport ILS NE localizer course extending from the 12-mile radius area to 12 miles NE of the Alpine RBN.

That airspace extending upward from 1,200 feet above the surface beginning at 42°41'30" N., 76°23'00" W. to 42°40'00" N.. 75°30'00" W. to 42°10'00" N., to 75°25'00" W. to 41°28'30" N., 75°29'00" W., to 41°39'30" N.. 77°02'20" W. to 41°45'05" N., 77°01'05" W. to 41°48'40" N., 77°33'40" W. to 41°52'30" N.. 77°33'15" W. to 41°55'00" N., 77°58'00" W. to 42°32'00" N., 77°58'00" W. to 42°32'00" N., 77°36'00" W. to 42°40'00" N.. 77°23'45" W. to point of beginning.

El Paso, Tex.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.), extending clockwise from the 016° to the 196° bearings from the El Paso International Airport; within 2 miles each side of the Newman, Tex., VOR 040° radial, extending from the 15-mile radius area to 12 miles NE of the VOR, excluding the portion outside of the United States; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°47'00" N., longitude 106°53'30" W.; thence clockwise along the arc of a 30 mile radius circle centered at the El Paso International Airport; to latitude 32°12'55" N., longitude 106°34'00" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to latitude 32°06'30" N.. longitude 106°13'40" W.; to latitude 32°19'15" N., longitude 106°01'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°33'20" N., longitude 105°30'00" W.; to latitude 32°37'20" N., longitude 105°26'10" W.; to latitude 32°50'55" N.. longitude 105°14'45" W.; to latitude 32°40'40" N., longitude 104°58'10" W.; to latitude 32°26'30" N., longitude 105°10'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°05'45" N., longitude 104°48'00" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport; to latitude 31°16'30" N., longitude 104°53'40" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25'40" N., longitude 105°33'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°30'40" N., longitude 106°00'30" W.; thence clockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°25'30" N., longitude 106°08'30" W.; thence via the United States/Mexican Border to point of beginning.; and that airspace extending upward from 2,000 feet above the surface bounded by a line beginning at latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°10'30" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°19'15" N., longitude 106°01'00" W.; to latitude 32°06'30" N., longitude 106°13'40" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to point of beginning; within the area bounded by a line beginning at latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°26'30" N., longitude 105°10'00" W.; to latitude 32°35'30" N., longitude 105°02'35" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 32°05'45" N., longitude 104°48'00" W.; to point of beginning; and within the area bounded by a line beginning at latitude 31°25'30" N., longitude 106°08'30" W.; thence counterclockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°30'40" N., longitude 106°00'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°25'40" N., longitude 105°33'30" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°16'30" N., longitude 104°53'40" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 30°48'15" N., longitude 105°16'35" W.; thence via the United States/Mexican Border to point of beginning.

Ely, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ely VOR, and within 5 miles NE and 8 miles SW of the Ely VOR 303° radial, extending from the VOR to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface within the arc of a 17-mile radius circle centered on the Ely VOR, extending clockwise from a line 5 miles SW of and parallel to the Ely VOR 332° radial to a line 5 miles E of and parallel to the Ely VOR 007° radial, and within 5 miles each side of the Ely VOR 167° radial, extending from the VOR to 21 miles S of the VOR.

Elyria, Ohio

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 41°19'55" N., 82°06'00" W., of Elyria Airport, Elyria, Ohio, and within 2 miles each side of the Cleveland, Ohio VORTAC 120° and 300° radials extending from the 4-mile radius area to 8 miles northwest of the VORTAC.

Emporia, Kans.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Emporia VORTAC 134° radial extending from the arc of a 5-mile radius circle centered on the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.) to 8 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Emporia VORTAC 134° radial extending from the VORTAC to 12 miles SE of the VORTAC.

Enid, Okla.

That airspace extending upward from 700 feet above the surface within 10 miles E and W of Vance AFB runway 17R-35L, extending to 15 miles N and S of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 5 miles W and 8 miles E of the Woodring VOR 355° radial, extending from 2 miles SE of the VOR to 12 miles N of the VOR, and within 5 miles W and 8 miles E of the Woodring VOR 185° radial, extending from the VOR to 12 miles S; and that airspace extending upward from 1200 feet above the surface beginning SE of Enid at the intersection of the W edge of V-77, and the N edge of V-140, thence W along the N edge of V-140, to and NW along the NE edge of V-17, to and N along longitude 98°30' W., to and W along the S edge of V-190, to and NE along the SE edge of V-12, to and SE along the SW edge of V-74, to and S along the W edge of V-77 to the point of beginning, excluding the Oklahoma City and Ponca City transition areas; and that airspace extending upward from 5,000 feet MSL bounded on the E by longitude 98°30', on the S by the NE edge of V-17, on the N by the SE edge of V-12, and the S edge of V-190, excluding that airspace within 5 miles each side of a direct line from the Woodring, Oklahoma, VOR to the Gage, Okla., VOR and the Gage transition area.

Erie, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Port Erie Airport (latitude 42° 04' 56" N., longitude 80° 10' 44" W.); within 5 miles NW, and 8 miles SE of the Erie ILS localizer SW course, extending from the ILS OM to 12 miles SW of the Erie VORTAC; and within 2 miles each side of the Erie RBN 054° bearing, extending from the 7-mile radius area to 8 miles NE of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 41° 55' 00" N., longitude 80° 35' 00" W.; to latitude 42° 14' 00" N., longitude 80° 41' 00" W.; to latitude 42° 37' 00" N., longitude 79° 15' 00" W.; to latitude 42° 32' 00" N., longitude 78° 52' 00" W.; to latitude 42° 11' 30" N., longitude 78°52'00" W.; to latitude 42°10'00" N., longitude 78°57'00" W.; to the N boundary of V-72 at longitude 78°57'00" W.: thence via the N boundary of V-72 and V-188, and the SW boundary of V-184 to the arc of a 15-mile radius circle centered on the Erie VORTAC; thence clockwise along this arc to latitude 41° 48' 10" N., longitude 80° 17' 35" W.; to latitude 41° 48' 00" N., longitude 80° 25' 00" W.; to the point of beginning.

Escanaba, Mich.

That airspace extending upward from 700 feet above the surface within 8 miles west and 5 miles east of the Escanaba VOR 007° radial, within 8 miles north and 5 miles south of the VOR 101° radial, within 8 miles south and 5 miles north of the VOR 266° radial extending from the VOR to 12 miles north, east, and west of the VOR.

Estherville, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Estherville, Iowa, Municipal Airport (latitude 43°24'30" N., longitude 94°44'50" W.) and within 2 miles each side of the 175° bearing from Estherville Municipal Airport, extending from the 5-mile radius area to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 175° bearing from Estherville Municipal Airport, extending from the airport to 12 miles S of the airport.

Eufaula, Ala.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Weedon, Ala., Airport (latitude 31°57'05" N., longitude 85°07'45" W.); within 2 miles each side of the Eufaula, Ala., VOR 014° radial extending from the 4-mile radius area to 8 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Eufaula VOR 014° radial extending from the VOR to 12 miles NE, excluding that portion which coincides with the Columbus, Ga., transition area.

AMENDMENTS 5/15/67 32 F. R. 7588 (Changed)

Eugene, Oreg.

That airspace extending upward from 700 feet above the surface within 2 miles east and 8 miles west of the Eugene VORTAC 007° radial, extending from the VORTAC to 14 miles north of the VORTAC; within 2 miles southeast and 3 miles northwest of the Eugene VORTAC 030° radial, extending from the VORTAC to 13 miles northeast of the VORTAC; within 2 miles each side of the Eugene VORTAC 272° radial, extending from the VORTAC to 12 miles west of the VORTAC, and that airspace southwest of Eugene bounded on the east by a line 2 miles east of and parallel to the Eugene VORTAC 172° radial, on the south by an arc of an 18-mile radius circle centered on the Eugene VORTAC, on the northwest by a line 2 miles northwest of and parallel to the Eugene VORTAC 224° radial, and on the north by an arc of a 5-mile radius circle centered on Mahlon-Sweet Field (latitude 44°07'25" N., longitude 123°13'05" W.); that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Eugene VORTAC 272° radial, extending from the VORTAC to V-27; within 16 miles west and 10 miles east of the Eugene VORTAC 015° and 195° radials, extending from 26 miles north to 22 miles south of the VORTAC; within 6 miles east and 9 miles west of the Eugene VORTAC 172° radial, extending from the VORTAC to 39 miles south of the VORTAC, and that airspace southwest of Eugene bounded on the southeast by the northwest edge of V-121, on the northwest by the southeast edge of V-287, and on the north by a line 5 miles south of and parallel to the Eugene VORTAC 272° radial.

AMENDMENTS 1/4/68 32 F. R. 14648 (Rewritten)

Evadale, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Evadale Airport (latitude 30°19'30" N., longitude 94°04'24" W.), and within 2 miles each side of the 150° bearing from the Evadale RBN (latitude 30°24'16" N., longitude 94°07'37" W.), extending from the 5-mile radius area to the RBN.

AMENDMENTS 11/9/67 32 F. R. 12442 (Added)

Evansville, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Dress Memorial Airport, Evansville, Ind., 38°02'13" N., 87°31'58" W. and within 2 miles each side of the Evansville VOR 060° radial extending from the 7-mile radius area to the VOR and within 8 miles NW and 5 miles SE of the ILS localizer NE course extending northeasterly from the OM for 12 miles.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 38°57'00" N., 86°30'00" W. to 37°26'00" N., 86°30'00" W. to 37°17'50" N., 87°18'00" W. to 37°12'50" N., 87°39'30" W. to 37°30'00" N., 88°30'00" W. to 38°39'00" N., 88°30'00" W. to 38°39'00" N., 88°00'00" W. to 38°57'00" N., 88°00'00" W. to point of beginning, excluding the portion which coincides with the Harrisburg, Ill., transition area.

Eveleth, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Eveleth-Virginia Municipal Airport (latitude 47°25'35" N., longitude 92°29'50"W.), and within 5 miles S and 8 miles N of the Eveleth VOR 092° radial, extending from the VOR to 13 miles E of the VOR.

Fairbanks, Alaska.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 64°49'40" N., longitude 147°34'00" W.; within a 7-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.), and within 2 miles each side of the Eielson VOR 122° radial, extending from the 7-mile radius area to 7 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface within a 55-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.) extending clockwise from the S boundary of G-7, W of Fairbanks, to the 155° bearing from Wainwright AAF, within a 70-mile radius of Wainwright AAF, extending clockwise from the 155° bearing from Wainwright AAF to the S boundary of G-7, W of Fairbanks, and within 20 miles N and 26 miles S of the Nenana, Alaska, VORTAC 285° radial, extending from the VORTAC to 46 miles NW of the VORTAC, excluding the airspace within R-2206.

Fairmont, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fairmont Municipal Airport (latitude 43°38'45" N., longitude 94°25'15" W.); within 2 miles each side of the 132° bearing from Fairmont Municipal Airport, extending from the 5-mile radius area to 8 miles SE of the airport; and within 2 miles each side of the 319° bearing from Fairmont Municipal Airport, extending from the 5-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 132° bearing from Fairmont Municipal Airport, extending from the airport to 12 miles SE of the airport; and within 5 miles NE and 8 miles SW of the 139° and 319° bearings from Fairmont Municipal airport, extending from 1 mile SE to 12 miles NW of the airport.

AMENDMENTS 3/2/67 32 F. R. 1035 (Rewritten)

Fallon, Nev.
That airspace extending upward from 700 feet above the surface within a 11-mile radius of the NAAS Fallon TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 11-mile radius area to 15 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface within 11 miles NW and 7 miles SE of the Hazen, Nev., VOR 061° and 241° radials, extending from 5 miles SW to 30 miles NE of the VOR, excluding the portion W of longitude 119°00'00" W.; within 5 miles each side of the NAAS Fallon TACAN 039° radial, extending from the TACAN to 30 miles NE of the TACAN; within 12 miles SW and 10 miles NE of the Fallon TACAN 139° and 319° radials, extending from 10 miles NW to 23 miles SE of the TACAN; within a 20-mile radius of the Fallon TACAN extending clockwise from the TACAN 050° to the 110° radials; and that airspace extending upward from 9,500 feet MSL within 12 miles SW and 10 miles NE of the NAAS Fallon TACAN 139° radial, extending from 23 miles to 44 miles SE of the TACAN.

Falmouth, Mass.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within a 6-mile radius of Barnstable Airport, Hyannis, Mass., (latitude 41°40'10" N., longitude 70°16'45" W.); within 5 miles NW and 8 miles SE of the Barnstable Airport ILS localizer NE course, extending from the OM to 12 miles NE of the OM; within a 4-mile radius of the Chatham Airport, Chatham, Mass. (latitude 41°41'20" N., longitude 69°59'25" W.); within a 6-mile radius of Martha's Vineyard Airport, Martha's Vineyard, Mass., (latitude 41°23'35" N., longitude 70°36'50" W.), and within 5 miles NW and 8 miles SE of the Martha's Vineyard VOR 055° radial, extending from the VOR to 12 miles NE of the VOR; within 2 miles each side of the 183° bearing from Martha's Vineyard RBN, extending from the 6-mile radius area to 8 miles S of the RBN; and within a 5-mile radius of the Oak Bluffs Airport, Oak Bluffs, Mass. (latitude 41°26'25" N., longitude 70°34'10" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning
at latitude 42°13'20" N., longitude 70°18'30" W., thence to latitude 42°10'50" N., longitude 70°03'00" W., to latitude 41°40'29" N., longitude 69°46'32" W., to latitude 41°38'00" N., longitude 69°45'10" W., to latitude 41°21'00" N., longitude 69°45'10" W., to latitude 41°09'00" N., longitude 70°00'00" W., to latitude 41°10'25" N., longitude 70°12'50" W., to latitude 41°04'00" N., longitude 70°42'30" W., to latitude 41°12'45" N., longitude 70°42'30" W., to latitude 41°21'00" N., longitude 70°48'00" W., to latitude 41°42'00" N., longitude 70°48'00" W., to latitude 41°53'30" N., longitude 70°56'30" W., thence to the point of beginning; and that airspace extending upward from 2,000 feet MSL bounded on the N by Control 1142, on the SE by Control 1143, and on the W by a line extending through latitude 41°40'29" N., longitude 69°46'32" W. and latitude 42°10'50" N., longitude 70°03'00" W., excluding the portion within the Nantucket, Mass., transition area.

Farewell, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles S and 8 miles N of the 110° and 290° bearings from the Farewell RR, extending from 13 miles W to 13 miles E of the RR.

Fargo, N. Dak.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hector Field (latitude 46°55'05" N., longitude 96°48'55" W.); within 2 miles each side of the Fargo ILS localizer north course, extending from the 7-mile radius area to 8 miles north of the RBN; within 2 miles each side of the Fargo VORTAC 007° radial, extending from the 7-mile radius area to 24 miles north of the VORTAC; and within 5 miles west and 8 miles east of the Fargo ILS localizer south course, extending from 5 miles north to 12 miles south of the LOM; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Fargo VORTAC; within a 36-mile radius of the Fargo VORTAC, extending from a line 9 miles west of and parallel to the Fargo VORTAC 353° radial, clockwise to a line 5 miles east of and parallel to the Fargo VORTAC 034° radial; and within 10 miles east and 7 miles west of the Fargo VORTAC 187° radial, extending from the 35-mile radius area to 56 miles south of the VORTAC.

AMENDMENTS 1/4/68 32 F. R. 15523 (Rewritten)

Faribault-Owatonna, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Faribault Municipal Airport (latitude 44°19'35" N., longitude 93°18'30" W.); within a 5-mile radius of Owatonna Municipal Airport (latitude 44°07'15" N., longitude 93°15'15" W.); within 2 miles each side of the 200° bearing from Faribault Municipal Airport extending from the Faribault 5-mile radius area to 9 miles south of the airport; and within 2 miles each side of the 315° bearing from Owatonna Municipal Airport, extending from the Owatonna 5-mile radius area to 9 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface in the Faribault-Owatonna terminal area bounded on the north by the arc of a 36-mile radius circle centered on the Minneapolis-St. Paul International Airport (latitude 44°53'08" N., longitude 93°13'11" W.), on the east by V-82, on the south by V-24 and on the west by V-170, excluding the portion which overlies the Hope, Minn., and Rochester, Minn., transition areas.

AMENDMENTS 3/2/67 32 F. R. 367 (Added): 7/20/67 32 F. R. 7587 (Rewritten)

Farmington, N. Mex.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.), within 2 miles each side of the Farmington VORTAC 094° radial extending from the 11-mile radius area to 8 miles E of the VORTAC, and within 2 miles each side of the Farmington VORTAC 086° radial extending from the 11-mile radius area to 12 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Farmington VORTAC excluding the portion within the Durango, Colo., transition area.

Fayetteville, Ark.

That airspace extending upward from 700 feet above the surface within a 8-mile radius of the Fayetteville Municipal Airport-Drake Field (latitude 36°00'15" N., longitude 94°10'05" W.); within 8 miles SW and 5 miles NE of the Drake, Ark., VOR 328° radial extending from the VOR to 12 miles NW; within 5 miles each side of the Drake VOR 186° radial extending from the 8-mile radius area to 19 miles S of the VOR; within 6 miles W and 8 miles E of the Fayetteville, Ark., VORTAC 005° and 185° radials extending from 5 miles N to 12 miles S of the VORTAC; within a 5-mile radius of Rogers Municipal Airport, Rogers, Ark. (latitude 36°22'10" N., longitude 94°06'25" W.); and within 2 miles each side of the Rogers RBN 003° bearing extending from the 5-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 35°43'00" N., longitude 94°20'00" W.; to latitude 36°12'00" N., longitude 94°28'00" W.; to latitude 36°38'00" N., longitude 94°14'00" W.; to latitude 36°37'30" N., longitude 93°57'00" W.; to latitude 36°30'00" N., longitude 93°57'00" W.; to latitude 36°22'00" N., longitude 93°38'00" W.; to latitude 36°12'00" N., longitude 93°38'00" W.; to latitude 36°11'00" N., longitude 93°58'00" W.; to latitude 35°58'00" N., longitude 93°58'30" W.; to latitude 35°42'00" N., longitude 94°09'00" W.; to point of beginning.

Fergus Falls, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Einar Michelson Municipal Airport (latitude 46°17'10" N., longitude 96°09'35" W.), and within 2 miles each side of the 187° bearing from Einar Michelson Municipal Airport, extending from the 5-mile radius area to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 187° and 007° bearings from Einar Michelson Municipal Airport extending from 12 miles S of the airport to the S edge of V-2.

Findlay, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Findlay Airport (latitude 41°00'55" N., longitude 83°40'15" W.); within 2 miles each side of the Findlay VOR 226° radial, extending from the 6-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1200 feet above the surface bounded by a line extending from latitude 40° 51' 00" N., longitude 84° 00' 00" W.; to latitude 41° 18' 00" N., longitude 84° 07' 00" W.; to latitude 41° 11' 00" N., longitude 83° 19' 00" W.; to latitude 40° 50' 00" N., longitude 83° 30' 00" W.; to the point of beginning.

Five Finger, Alaska

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Five Finger RBN, and within 2 miles each side of the 349° and 189° bearings from the Five Finger RBN, extending from the RBN to 8 miles N and 8 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 189° and 009° bearings, extending from 7 miles N to 13 miles S of the RBN, and within 8 miles W and 5 miles E of the 349° and 169° bearings, extending from 13 miles N to 7 miles S of the RBN.

Flagstaff, Ariz. (Pulliam Airport)

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.); that airspace extending upward from 1,200 feet above the surface within an arc of a 26-mile radius circle centered on the Flagstaff VOR (latitude 35°08'50" N., longitude 111°40'24" W.), extending from a line 5 miles NW of and parallel to the Flagstaff VOR 054° radial clockwise to a line 5 miles N of and parallel to the Flagstaff VOR 297° radial, and within 9 miles N and 6 miles S of the Flagstaff VOR 096° radial extending from the 26-mile radius area to 35 miles E of the VOR, excluding that portion within R-2302.

Flint, Mich.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Flint VOR, within 5 miles north and 8 miles south of the Flint ILS localizer west course, extending from the 12-mile radius area to 12 miles west of the OM; and within a 4-mile radius of Owosso City Airport, Owosso, Mich. (latitude 42°59'30" N., longitude 84°08'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 42°46'00" N., on the east by the east boundary of V-42 east and longitude 83°30'00" W., on the north by latitude 43°16'00" N., and on the west by longitude 84°05'00" W.

Flippin, Ark.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Flippin Municipal Airport (latitude 36°17'30" N., longitude 92°35'30" W), within an 8-mile radius of the Twin Lakes Airport (latitude 36°22'00" N., longitude 92°28'00" W.), within 2 miles each side of the Flippin VOR 086° radial extending from the Flippin Municipal Airport 10-mile radius area to 8 miles E of the VOR, and within 2 miles each side of the Flippin VOR 175° radial extending from the Twin Lakes 8-mile radius area to 8 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Flippin VOR 086° radial extending from the VOR to 13 miles E, and within 8 miles E and 5 miles W of the Flippin VOR 175° radial extending from the VOR to 12 miles S.

Florence, S. C.

That airspace extending upward from 1200 feet above the surface within 8 miles NW and 5 miles SE of the Florence, S. C., VORTAC 052° and 232° radials extending from 13 miles NE to 6 miles SW of the VORTAC and within 5 miles each side of the Florence VORTAC 221° radial extending from the VORTAC to 23 miles SW, excluding that portion W of the western boundary of V-3.

Fort Bragg, N.C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.), excluding the portion within R-5311; within 2 miles each side of the Pope VOR 227° radial extending from the 8-mile radius area to the VOR; within 2 miles each side of the 042° bearing from the Pope RBN, extending from the 8-mile radius area to 12 miles NE of the RBN.

Fort Bridger, Wyo.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Fort Bridger VOR 079° and 259° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Fort Dodge, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'21" W.); and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Fort Dodge VORTAC; and within the area bounded by a line 5 miles NW of and parallel to the Fort Dodge VORTAC 056° radial extending from the 15-mile radius area NE to the arc of a 26-mile radius circle centered on the Fort Dodge VORTAC, thence clockwise around the arc of the 26-mile radius circle to and NE along a line 5 miles NW of and parallel to the Fort Dodge VORTAC 222° radial to the 15-mile radius area.

Fort Huachuca, Ariz.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Libby AAF, Fort Huachuca, Airz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 6-mile radius area to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 6-mile radius area to 15 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the N by the Tucson, Ariz., transition area, on the NE by the SW edge of V-66, on the E by longitude 109°44'00" W., on the S by a line beginning at latitude 31°25'00" N., longitude 109°44'00" W., thence to latitude 31°25'00" N., longitude 110°07'00" W., thence to latitude 31°23'00" N., longitude 110°07'00" W., thence to latitude 31°23'00" N., longitude 110°12'00" W., thence to latitude 31°25'00" N., longitude 110°12'00" W., thence to latitude 31°25'00" N., longitude 110°30'00" W., and on the W by longitude 110°30'00" W.

Fort Jones, Calif.

That airspace extending upward from 9,500 feet MSL bounded on the NE by V-23 and V-23W, on the S by latitude 41°19'00" N., and on the W by longitude 123°01'00" W.

Fort Leonard Wood, Mo.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.), within 8 miles northeast and 5 miles southwest of the Forney AAF VOR 152° and 323° radials extending from the VOR to 12 miles southeast and northwest of the VOR, and within 8 miles northeast and 5 miles southwest of the 146° bearing from Forney AAF RBN extending from the RBN to 12 miles southeast of the RBN; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the following direct radials; Maples, Mo., VORTAC to Forney AAF VOR; Maples VORTAC to Forney AAF RBN; Vichy, Mo., VORTAC to Forney AAF VOR; Vichy VORTAC to Forney AAF RBN, excluding that portion which coincides with the Vichy transition area.

AMENDMENTS 11/9/67 32 F. R. 13218 (Rewritten)

Fort Myers, Fla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Page Field, Fort Myers, Fla. (latitude 26°35'10" N., longitude 81°51'50" W.); within 2 miles each side of the Fort Myers VORTAC 215° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC; within 2 miles each side of the 222° bearing from the Fort Myers RBN extending from the 8-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Fort Myers VORTAC; the airspace NE of Fort Myers extending from the 20-mile radius area bounded on the W by V-7, on the NE by V-97, and on the SE by V-225; and that airspace E of Fort Myers extending from the 20-mile radius area bounded on the NW by V-225, on the E by V-157 W, and on the SW by V-7.

Fort Polk, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25" W.); within 2 miles each side of the 160° bearing from the Polk AAF RBN, extending from the 5-mile radius area to 10 miles SE of the south fan marker; and within 2 miles each side of the 340° bearing from the Polk AAF RBN, extending from the 5-mile radius area to 8 miles NW of the north fan marker.

Fort Rucker, Ala.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at the INT of the E boundary of V-115 and the S boundary of V-70; thence NE via V-70 to V-7; thence S via V-7 to V-241; thence SW via V-241 to and clockwise along the arc of a 5-mile radius circle centered at latitude 31°03'00" N., longitude 86°19'33" W.; to latitude 31°03'00" N., longitude 86°24'30" W.; to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at the INT of the E boundary of V-115 and the S boundary of V-70; thence NE via V-70 to and counterclockwise along the arc of an 11-mile radius circle centered on the Eufaula, Ala., VOR to and SW along a line 6 miles E of and parallel to the centerline of V-241 to and clockwise along the arc of a 35-mile radius circle centered at latitude 31°14'55" N., longitude 85°46'20" W., to and along the W boundary of V-7W.; to and along the N boundary of V-22; to and along the E boundary of V-115; to the point of beginning; and within 12 miles W and 8 miles E of the Crestview, Fla., VORTAC 013° radial extending from 21 miles N to 11 miles S of the INT of the Crestview VORTAC 013° and the Monroeville, Ala., VOR 110° radials, excluding the portion within R-2103.

Fort Smith, Ark.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'04" W.); within 5 miles N and 8 miles S of the Fort Smith VORTAC 053° radial, extending from the 12-mile radius area to 12 miles NE of the VORTAC; and within 8 miles N and 5 miles S of the Fort Smith ILS localizer E course, extending from the 12-mile radius area to 12 miles E of the OM; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 36°12'00" N., longitude 94°28'00" W.; to latitude 35°43'00" N., longitude 94°20'00" W.; to latitude 35°42'00" N., longitude 94°09'00" W.; to latitude 35°58'00" N., longitude 93°58'30" W.; to latitude 35°23'30" N., longitude 93°29'00" W.; to latitude 35°14'30" N., longitude 93°31'00" W.; to latitude 34°25'00" N., longitude 94°00'00" W.; to latitude 34°25'00" N., longitude 94°39'30" W.; to latitude 35°11'30" N., longitude 94°54'00" W.; to latitude 34°33'30" N., longitude 95°37'30" W.; to latitude 34°33'30" N., longitude 95°58'30" W.; to latitude 35°11'00" N., longitude 95°55'00" W.; to latitude 35°46'00" N., longitude 95°30'00" W.; to latitude 35°46'00" N., longitude 95°06'30" W.; to the point of beginning.

Fort Stewart, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Liberty AAF (latitude 31°53'20" N., longitude 81°33'45" W.).

Fort Stockton, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Pecos County Airport, Fort Stockton, Tex. (latitude 30°55'00" N., longitude 102°54'30" W.), and within 5 miles NE and 8 miles SW of the Fort Stockton, Tex., VORTAC 306° and 126° radials, extending from 3 miles SE to 12 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 10 miles each side of the Fort Stockton VORTAC 097° and 274° radials, extending from 20 miles E to 20 miles W of the VORTAC.

Fortuna, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Fortuna VOR 327° radial, extending from the VOR to 8 miles NW of the VOR; and within 2 miles NE and 4.5 miles SW of the Fortuna VOR 147° radial, extending from the VOR to 3.5 miles SE of the VOR .

Fort Wayne, Ind.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Baer Field (latitude 40°58'50" N., longitude 85°11'25" W.); and that airspace extending upward from 1200 feet above the surface within the area bounded by a line beginning at latitude 41°40'00" N., longitude 85°30'00" W., thence to latitude 41°40'00" N., longitude 84°50'00" W.; to latitude 41°48'10" N., longitude 84°50'00" W.; to latitude 41°48'00" N., longitude 84°46'00" W.; to latitude 41°44'00" N., longitude 84°28'00" W.; to latitude 41°32'00" N., longitude 84°31'00" W.; to latitude 41°21'00" N., longitude 84°40'00" W.; to latitude 40°46'00" N., longitude 84°40'00" W.; to latitude 40°30'00" N., longitude 84°49'00" W.; to latitude 40°30'00" N., longitude 85°22'00" W.; to latitude 40°40'00" N., longitude 85°30'00" W.; to latitude 40°40'00" N., longitude 85°50'00" W.; to latitude 41°20'00" N., longitude 85°50'00" W.; to latitude 41°20'00" N., longitude 85°30'00" W.; thence to point of beginning.

Fort Yukon, Alaska

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N., longitude 145°15'10" W.), and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius area to 8 miles NE of the RBN; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 062° and 242° bearings from the Fort Yukon RBN extending from 7 miles SW to 13 miles NE of the RBN.

Franklin, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Chess-Lamberton Airport, Franklin, Pa., (latitude 41°22'35" N., longitude 79°51'40" W.); within 2 miles each side of the Franklin VOR 001° radial, extending from the 6-mile radius area to 8 miles N of the VOR; and within 2 miles each side of the Franklin RBN (41°21'51" N., 79°46'10" W.) 102° bearing, extending from the 6-mile radius area to 8 miles E of the RBN.

AMENDMENTS 6/22/67 32 F. R. 7253 (Changed)

Franklin, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of John Beverly Rose Field-Franklin Municipal Airport (latitude 36°41'50" N., longitude 76°54'15" W.), within 2 miles each side of the Franklin VOR 101° radial, extending from the 5-mile radius area to the VOR, and within 2 miles each side of the 083° bearing from the John Beverly Rose Field-Franklin Municipal Airport, extending from the 5-mile radius area to 6 miles E of the airport, within 2 miles each side of the Franklin, Va., VOR 096° radial extending from the 5-mile radius to 13 miles east of the VOR.

Frederick, Md.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°25'00" N., 77°22'00" W. of Frederick Airport, Frederick, Md., and within 2 miles each side of the Frederick VOR 032° radial extending from the 6-mile radius area to 8 miles northeast of the VOR.

Fredericksburg, Va.

That airspace upward of 700 feet above the surface within a 5 mile radius of the center of Shannon Airport, Fredericksburg, Virginia (latitude 38°15'40" N., longitude 77°26'20" W.) and within 2 miles either side of the Brooke, Virginia VOR 226° radial extending from the 5 mile radius area to the VOR, excluding the airspace within the Quantico, Va., transition area.

Fremont, Mich.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Fremont Airport, Fremont, Michigan (latitude 43°26'30" N., longitude 85°59'30" W.) and within 2 miles each side of the White Cloud, Michigan, VOR 236° radial, extending from the 4-mile radius area to 23 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles NW, and 5 miles SE of the White Cloud VOR 236° radial, extending from 5 miles SW of the VOR to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W) excluding the portion within the White Cloud, Michigan, transition area.

Fremont, Ohio

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center of Progress Field, Fremont, Ohio, 41°19'59" N., 83°09'46" W. and within 2 miles each side of the Fremont radio beacon 198° bearing extending from the 4-mile radius area for 4 miles.

Fresno, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius area to the VORTAC, excluding the portion within the arc of a 5-mile radius circle centered on the Fresno Air Terminal, and the portion NE of a line 2 miles SW of and parallel to the Fresno VORTAC 143° radial, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to the VORTAC; within 2 miles W and 4 miles E of the Fresno VORTAC 158° radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 16 miles SE of the VORTAC, and within 2 miles each side of the Fresno ILS localizer SE course, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 13 miles SE of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 119°30'00" W., to latitude 36°00'00" N., longitude 118°45'00" W., to latitude 36°56'00" N., longitude 119°20'00" W., to latitude 37°04'30" N., longitude 118°59'00" W., to latitude 37°29'00" N., longitude 119°15'00" W., to latitude 37°02'00" N., longitude 120°18'00" W., to latitude 36°37'00" N., longitude 119°56'00" W., thence E along latitude 36°37'00" N., to the W boundary of V-23; thence along the W boundary of V-23 to longitude 119°30'00" W.; thence S along longitude 119°30'00" W. to the point of beginning.

Gadsden. Ala.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Gadsden Municipal Airport (latitude 33° 58'30" N., longitude 86° 05' 20" W.) within 2 miles each side of the Gadsden VOR 233° radial, extending from the 8-mile radius area to 11 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Gadsden VOR 233° radial, extending from the VOR to 12 miles SW; and within 8 miles NW and 5 miles SE of the Gadsden VOR 042° radial, extending from the VOR to 18 miles NE.

Gage. Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Gage Municipal Airport (latitude 36°17'45" N. longitude 99°46'30" W.); and that airspace extending upward from 1200 feet above the surface within 8 miles SW and 5 miles NE of the Gage VORTAC 118° and 298° radials, extending from 2 miles SE to 13 miles NW of the VORTAC, and within 12 miles E and 10 miles W of the Gage VORTAC 180° radial, extending from the VORTAC to 11 miles S of the VORTAC.

GAINESVILLE. FLORIDA

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 221° bearing from latitude 29° 40' 03" N., longitude 82° 18' 07" W., extending from latitude 29° 40' 03" N., longitude 82° 18' 07" W., to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 29° 56' 20" N., longitude 82° 15' 25" W., to latitude 29° 48' 40" N., longitude 82° 01' 10" W., to latitude 29° 21' 40" N., longitude 82° 21' 30" W., to latitude 29° 28' 50" N., longitude 82° 34' 50" W., to the point of beginning.

Gainesville, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gainesville Municipal Airport (latitude 34°16'23" N., longitude 83°49'45" W.); within 2 miles each side of the 216° bearing from the Gainesville, Ga., RBN (latitude 34°16'29.99" N., longitude 83°49'55.58" W.), extending from the 6-mile radius area to 8 miles southwest of the RBN.

AMENDMENTS 7/20/67 32 F. R. 7590 (Added)

Gaithersburg, Md.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°09'54" N., 77°09'39" W. of Montgomery County Airport, Gaithersburg, Md., and within 2 miles each side of the Gaithersburg RBN 008° bearing extending from the 5-mile radius area to 8 miles north of the RBN.

Galena, Alaska

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Galena VORTAC 089° radial extending from the control zone extension east boundary to 12 miles E of the VORTAC; within 2 miles S and 5 miles N of the Galena VORTAC 269° radial extending from the control zone boundary to 19 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 28-mile radius of the Galena VORTAC; within a 40-mile radius of the Galena VORTAC extending from the 240° radial clockwise to the 298° radial and extending from the 28-mile radius area to 40 miles W of the VORTAC; and within a 35-mile radius of the Galena VORTAC extending from the 089° radial clockwise to the 119° radial and extending from the 28-mile radius area to 35 miles E of the VORTAC.

Galesburg, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Galesburg, Ill., Municipal Airport (latitude 40°56'24" N., longitude 90°25'46" W.); within 5 miles E and 8 miles W of the Galesburg VOR 019° radial extending from the VOR to 12 miles N of the VOR; and within 5 miles NW and 8 miles SE of the Galesburg VOR 214° radial extending from the VOR to 12 miles SW of the VOR.

Galeton, Pa.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 41°39'50" N., 77°49'15" W., of Cherry Springs Airport, Galeton, Pa., and within 2 miles each side of the Slate Run, Pa., VOR 037° radial extending from the 5.5-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset; daily.

Gallup, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Senator Clarke Field (latitude 35°30'35" N., longitude 108°47'00" W.); within 2 miles each side of the Gallup VOR 232° radial. extending from the 8-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 35°47'30" N., longitude 108°34'00" W.; to latitude 35°25'00" N., longitude 108°38'30" W.; to latitude 35°15'00" N., longitude 109°00'00" W.; to latitude 35°25'00" N., longitude 109°07'00" W.; to latitude 35°52'00" N., longitude 108°47'00" W.; to point of beginning.

Galveston, Tex.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Galveston VOR 299° radial extending from the VOR to 8 miles NW, and within 2 miles each side of the 311° bearing from latitude 29°19'07" N., longitude 94°55'40" W. extending from latitude 29°19'07" N., longitude 95°55'40" W. to 8 miles NW.

Garden City, Kans.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Garden City Airport (latitude 37°56'09" N., longitude 100°43'47" W.), within 5 miles E and 8 miles W of the Garden City VORTAC 004° and 184° radials, extending from 7 miles S to 13 miles N of the VORTAC, and within 2 miles each side of the Garden City VORTAC 171° radial, extending from the 6-mile radius area to 9 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Garden City VORTAC and within 5 miles NE and 8 miles SW of the 324° bearing from the Garden City RBN, extending from the 15-mile radius area to 13 miles NW of the RBN.

Gastonia, N. C.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gastonia Municipal Airport (latitude 35°12'00" N., longitude 81°09'05" W.), excluding the portion that coincides with the Charlotte transition area.

AMENDMENTS 6/22/67 32 F. R. 6676 (Added)

Gaylord, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Otsego County Airport (latitude 45°00'50" N., longitude 84°41'45" W.), and within 2 miles each side of the 087° bearing from Otsego County Airport extending from the 6-mile radius area to 8 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the 087° bearing from Otsego County Airport extending from the airport to 12 miles E of the airport and within 5 miles each side of the 304° bearing from Otsego County Airport extending from the airport to V-193.

Geneva, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 41°46'40" N., 80°54'15" W., of Germack Airport, Geneva, Ohio, excluding that airspace that coincides with the Jefferson, Ohio, 700-foot floor transition area. This transition area shall be in effect from sunrise to sunset, daily.

AMENDMENTS 4/27/67 32 F. R. 3971 (Added)

Glasgow, Mont.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Glasgow Municipal Airport (latitude 48°12'54" N., longitude 106°37'06" W.); within 2 miles each side of the 100° and 279° bearings from Glasgow Municipal Airport, extending from the 5-mile radius area to 8 miles E and W of the airport and within 2 miles each side of the Glasgow AFB VOR 197° radial extending from the 5-mile radius area to the arc of a 9-mile radius circle centered on Glasgow AFB (latitude 48°25'00" N., longitude 106°31'40" W.).

Glasgow AFB, Mont.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Glasgow AFB (latitude 48°25'00" N., longitude 106°31'40" W.); that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Glasgow AFB; and that airspace extending upward from 6,700 MSL within a 50-mile radius of Glasgow AFB, excluding the portion North of Latitude 49°00'00" N.

Glens Falls, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°20'32" N., 73°36'35" W. of Warren County Airport, Glens Falls, N. Y. and within 2 miles each side of the Glens Falls VOR 172° radial extending from the 7-mile radius area to 15 miles south of the VOR; within 2 miles each side of the centerline of Runway 30 extended from the 7-mile radius area to 14 miles west of the end of the runway; and within 2 miles each side of the centerline of Runway 1 extended from the 7-mile radius area to 13.5 miles north of the end of the runway.

PENDING AMENDMENT

Gloucester, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°23'45" N., 76°31'50" W. of the Gloucester Airport, Gloucester, Va.; and within 2 miles each side of the 110° radial of the Harcum, Va., VOR, extending from the 5-mile radius area to the VOR, excluding the portion within the West Point, Va., transition area.

AMENDMENTS 2/1/68 32 F. R. 20705 (Added)

Goldsboro, N. C.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Seymour Johnson AFB (latitude 35°20'20" N., longitude 77°57'50" W.); excluding the airspace within a 1.5-mile radius of the Goldsboro Municipal Airport (latitude 35°26'55" N., longitude 78°05'00" W.); witnin 2 miles each side of the ILS localizer W course, extending from the 9-mile radius area to 12 miles W of the LOM; within 2 miles each side of the Seymour Johnson TACAN 253° radial, extending from the 9-mile radius area to 14 miles W of the TACAN; within 2 miles each side of the Seymour Johnson VOR 256° radial, extending from the 9-mile radius area to 12 miles W of the VOR; including that airspace extending upward 1,200 feet above the surface to the base of the continental control area bounded on the N by the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W., on the E by a line extending along the W boundary of V-1 until intercepting an arc of a 15-mile radius circle centered at the Kinston VORTAC, thence clockwise along the 15-mile radius circle to the W boundary of V-1W, thence SW along the W boundary of V-1W to latitude 35°11'25" N., thence W along latitude 35°11'25" N. to the W boundary of V-213, thence SW along the W boundary of V-213 to the INT of a line 4 NM S of and parallel to the Fayetteville, N. C., VOR 098° radial, on the S by a line 4 NM S of and parallel to the Fayetteville, N. C., VOR 098° radial, on the W by a line extending along longitude 78°30'00" W., and on the NW by a line extending through latitude 35°30'00" N., longitude 78°30'00" W. and latitude 36°38'15" N., longitude 77°19'15" W.; including that airspace extending upward from 2,700 feet MSL bounded on the N by a line 4 NM S of and parallel to the Fayetteville, N. C., VOR 098° radial, on the E by V-213, on the S by the 1,200-foot portion of the Myrtle Beach, S. C., transition area, on the W by a line extending from latitude 34°18'30" N., longitude 79°00'00" W., to the INT of a line 4 NM S of and parallel to the Fayetteville, N. C., VOR 098° radial and longitude 78°30'00" W.

Goodland, Kans

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Renner Field (latitude 39°21'45" N., longitude 101°42'00" W.); and within 2 miles each side of the Goodland VORTAC 022° radial, extending from the 6-mile radius to 8 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Goodland VORTAC 022° radial extending from the VORTAC to 13 miles N of the VORTAC, and within 5 miles E and 8 miles W of the Goodland VORTAC 352° and 172° radials. extending from 2 miles S of the VORTAC to 12 miles N of the VORTAC.

Gordonsville, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 38°09'20" N., 78°10'15" W., of Gordonsville Municipal Airport, Gordonsville, Va.; within 2 miles each side of the Gordonsville VOR 356° radial extending from the 5-mile radius area to the VOR.

Gorman, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 118°45'00" W, on the S by Lat. 34°30'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 35°05'00" N.

Goshen, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Goshen, Ind., Airport (latitude 41°31'43" N., longitude 85°47'48" W.), and within 2 miles each side of the Goshen, Ind., VORTAC 090° radial extending from the 5-mile radius area to the VORTAC.

Grand Canyon, Ariz. (Grand Canyon National Park Airport)

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Grand Canyon National Park Airport (latitude 35°57'10" N., longitude 112°08'35" W.), and within 2 miles each side of the Grand Canyon VOR 211° radial extending from the 3-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 112°27'00" W., to latitude 36°05'00" N., longitude 112°00'00" W., to latitude 35°42'00" N., longitude 112°00'00" W., to latitude 35°42'00" N., longitude 112°07'00" W., to latitude 35°38'00" N., longitude 112°07'00" W., to latitude 35°38'00" N., longitude 112°27'00" W., thence to point of beginning.

Grand Forks, N. Dak.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" W.), within 5 miles W and 8 miles E of the Grand Forks VORTAC 173° radial, extending from the 8-mile radius area to 12 miles S of the VORTAC, and within a 10-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.); and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Grand Forks AFB, and within a 29-mile radius of Red River VOR, extending clockwise from a line 5 miles E of and parallel to the Red River VOR 180° radial to a line 5 miles W of and parallel to the Red River VOR 209° radial.

AMENDMENTS 4/27/67 32 F. R. 3765 (Rewritten)

Grand Island, Nebr.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Grand Island Municipal Airport (latitude 40°58'05" N., longitude 98°18'50" W.); within 8 miles southwest and 5 miles northeast of the Grand Island VORTAC 304° radial, extending from the 8-mile radius area to 12 miles northwest of the VORTAC; and within 8 miles west and 5 miles east of the Grand Island VORTAC 360° radial, extending from the 8-mile radius area to 12 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Grand Island VORTAC, extending clockwise from the Grand Island VORTAC 241° radial to the Grand Island VORTAC 084° radial; within a 20-mile radius of the Grand Island VORTAC, extending from a line 5 miles north of and parallel to the Grand Island VORTAC 084° radial clockwise to a line 5 miles northwest of and parallel to the Grand Island VORTAC 241° radial; and within 5 miles east and 7 miles west of the Grand Island VORTAC 002° radial, extending from the 17-mile radius area to the south edge of V-219 and V-172, excluding the portion which overlies the Hastings, Nebr., transition area.

AMENDMENTS 7/20/67 32 F. R. 7819 (Rewritten)

Grand Isle, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Isle seaplane base (latitude 29° 15' 45" N., longitude 89° 57' 40" W.), and within 2 miles each side of the Grand Isle RBN 052° bearing, extending from the 5-mile radius area to the RBN; within 2 miles each side of the Grand Isle VORTAC 052° radial extending from the 5-mile radius area to the VORTAC, and within 2 miles each side of the Grand Isle VORTAC 050° radial extending from the 5-mile radius area to 20 miles northeast of the VORTAC.

AMENDMENTS 7/20/67 32 F. R. 7625 (Changed)

Grand Junction, Colo.

That airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Grand Junction VORTAC, within 5 miles each side of the Grand Junction VORTAC 166° radial extending from the 35-mile radius area to 38 miles S of the VORTAC, within 5 miles each side of the Grand Junction ILS localizer NW course extending from the 35-mile radius area to the INT of the localizer NW course and the Grand Junction VORTAC 318° radial, and that airspace extending upward from 12,700 feet MSL within 5 miles each side of the Grand Junction VORTAC 074° radial, extending from the 35-mile radius area to 63 miles E of the VORTAC excluding the airspace within Federal airways.

Grand Rapids, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Kent County airport, Grand Rapids, Mich. (latitude 42°53'00" N., longitude 85°31'35" W.), within 2 miles each side of the Grand Rapids ILS W course, extending from the 7-mile radius to 16 miles W of the Kent County Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line 6 miles N of and parallel to the centerline of V-216 E of the Muskegon, Mich., VORTAC, and on the W, S and E by the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43° 10' 16" N., longitude 86° 14' 09" W.), and a line beginning at latitude 42° 54' 35" N., longitude 86° 13' 00" W., extending to latitude 42° 45' 25" N., longitude 86° 23' 40" W.; to latitude 42° 35' 00" N., longitude 86° 17' 30" W.; to latitude 42° 35' 00" N., longitude 86° 00' 00" W.; to latitude 42° 38' 00" N., longitude 86° 00' 00" W.; to latitude 42° 38' 00" N., longitude 85° 15' 00" W.; to latitude 43° 16' 00" N., longitude 85° 15' 00" W.; to latitude 43° 16' 00" N., longitude 85° 02' 00" W.; to latitude 43° 27' 00" N., longitude 85° 02' 00" W.

Grand Rapids, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'35" W.), and within 2 miles each side of the Grand Rapids VOR 160° radial, extending from the VOR to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles east and 5 miles west of the Grand Rapids VOR 160° radial, extending from the VOR to 12 miles south of the VOR.

Grandview, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Richards-Gebaur AFB, Grandview, Mo. (latitude 38°50'50" N., longitude 94°33'20" W.), within 2 miles each side of the Richards-Gebaur (AF) VOR 180° radial, extending from the 8-mile radius area to 12 miles S of the VOR, within 2 miles each side of the Richards-Gebaur AFB ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the LOM, within 2 miles each side of the Richards-Gebaur AFB TACAN 195° radial, extending from the 8-mile radius area to 12 miles S of the TACAN, within 2 miles W and 6 miles E of Richards-Gebaur AFB Runway 36 centerline extended to the N, extending from the 8-mile radius area to 10 miles N of the N end of the runway, excluding the Kansas City, Mo., transition area, and within an 8-mile radius of the NAS Olathe Airport (latitude 38°50'00" N., longitude 94°53'30" W.); and that airsapce extending upward from 1,200 feet above the surface within the area bounded on the S by latitude 38°00'00" N., on the W by the E edge of V-12, on the N by the S arc of a 10-mile radius circle centered on the Kansas City, Mo., Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.), and on the E by the W edge of V-159, excluding the Emporia, Kansas and Wichita, Kans., transition areas.

AMENDMENTS 6/22/67 32 F. R. 6555 (Changed)

Grantsburg, Wis.
That airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Grantsburg VOR 018° and 198° radials, extending from 7 miles S to 13 miles N of the VOR.

Great Barrington, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°11'05" N., 73°24'15" W., of Great Barrington Airport, Great Barrington, Mass.; within 2 miles each side of the Runway 5 centerline extended from the 5-mile radius area to 9 miles northeast of the end of the runway; within 2 miles each side of the Runway 11 centerline extended from the 5-mile radius area to 13 miles east of the end of the runway; within 2 miles each side of the Runway 23 centerline extended from the 5-mile radius area to 12 miles southwest of the end of the runway; within 2 miles each side of the Runway 29 centerline extended from the 5-mile radius area to 6 miles west of the end of the runway and within 5 miles east and 8 miles west of the 152° bearing from Great Barrington, Mass., RBN 42°10'58" N., 73°24'17" W., extending from the RBN to 12 miles southeast of the RBN. This transition area shall be effective from sunrise to sunset, daily.

AMDNEDMENTS 10/12/67 32 F. R. 11631 (Added)

Great Bend, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Great Bend Municipal Airport (latitude 38°20'50" N., longitude 98°51'47" W.); and within 2 miles each side of the 301° bearing from Great Bend Municipal Airport, extending from the 7-mile radius area to 10 miles NW of the airport; and that airspace extending upward from 1200 feet above the surface within 5 miles NE and 8 miles SW of the 301° bearing from Great Bend Municipal Airport, extending from the airport to 14 miles NW of the airport.

Great Falls, Montana
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.); and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of Malmstrom AFB; within 12 miles north and 8 miles south of the Great Falls VOR 074° radial, extending from the 40-mile radius area to 61 miles east of the VOR; and within 12 miles south and 8 miles north of the Great Falls VOR 272° radial extending from the 40-mile radius area to 56 miles west of the VOR.

AMENDMENTS 12/7/67 32 F. R. 14152 (Rewritten)

Greeley, Colo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Weld County Airport (latitude 40°25'35" N., longitude 104°37'45" W.), and within 2 miles each side of the Gill VOR 038° and 218° radials, extending from the 6-mile radius area to 8 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Gill VOR 038° and 218° radials, extending from 20 miles NE to 13 miles SW of the VOR.

Green Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.); within 2 miles each side of the Green Bay VORTAC 326° radial, extending from the 6-mile radius area to 8 miles northwest of the VORTAC; and within 2 miles each side of the Green Bay ILS localizer southwest and northeast courses, extending from 11 miles southwest to 21 miles northeast of the OM.

AMENDMENTS. 7/20/67 32 F. R. 7590 (Rewritten)

Greensboro, N. C.

That airspace extending upward from 700 feet above the surface within a 8-mile radius of the Greensboro-High Point/Winston-Salem Airport (latitude 36°05'36" N., longitude 79°56'34" W.); within 2 miles each side of the Greensboro ILS localizer SE course extending from the 8-mile radius area to 8 miles SE of the Greensboro VORTAC 087° radial; within 2 miles each side of the Greensboro VORTAC 207° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC; within 2 miles each side of the Greensboro VORTAC 034° radial extending from the 8-mile radius area to 16 miles NE of the VORTAC; within 2 miles each side of the extended centerline of Runway 5 extending from the 8-mile radius area to 8 miles NE of the airport reference point; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at the point of intersection of the west boundary of V-103 and the arc of a 35-mile circle centered at latitude 36°06'00" N., longitude 80°01'30" W.; thence clockwise along this arc to the point of intersection with the arc of a 55-mile radius circle centered at the Douglas Airport, Charlotte, N. C., (latitude 35°12'58" N., longitude 80°56'22" W.); thence counterclockwise along this arc to the point of intersection with the east boundary of V-37; thence north along the east boundary of V-37 to the point of intersection of the east boundary of V-37 and a line 7 miles northwest of and parallel to the centerline of V-222; thence northeast along a line 7 miles northwest of and parallel to the centerline of V-222 to the west boundary of V-103; thence south along the west boundary of V-103 to the point of beginning.

AMENDMENTS 5/10/67 32 F. R. 7392 (Changed); 7/12/67 32 F. R. 10839 (Changed)

Greenville, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Greenville, Ill., Airport (latitude 38°50'10" N., longitude 89°22'40" W.) and within 2 miles each side of the 348° bearing from Greenville Airport, extending from the 5-mile radius area to 8 miles north of the airport.

AMENDMENTS 7/20/67 32 F. R. 7820 (Added)

Greenville, Miss.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greenville Municipal Airport (latitude 33°29'05" N., longitude 90°59'06" W.); within 2 miles each side of the Greenville VOR 358° radial, extending from the 8-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Greenville VOR 178° and 358° radials extending from 12 miles N to 4 miles S of the VOR.

PENDING AMENDMENT

Greenville, N. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pitt-Greenville Airport (latitude 35°37'55" N., longitude 77°23'05" W.); within 2 miles each side of the 013° bearing from the Greenville NDB (latitude 35°42'32" N., longitude 77°22'03" W.), extending from the 5-mile radius area to 8 miles north of the NDB.

AMENDMENTS 2/1/68 32 F. R. 16251 (Added)

Greenville, S. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Greenville-Spartanburg Airport (latitude 34°53'48" N., longitude 82°13'04" W.); within 2 miles each side of the Greenville-Spartanburg localizer north course extending from 6.5 miles north of the airport to 20 miles north; within an 8-mile radius of the Greenville Downtown Airport (latitude 34°50'53" N., longitude 82°21'04" W.); within 5 miles west and 8 miles east of the Greenville Downtown Airport localizer south course extending from the OM to 12 miles south; within a 7-mile radius of the Donaldson Center Airport (latitude 34°45'30" N., longitude 82°22'35" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the southeast boundary of V-222 and the north boundary of V-296 extending southeast along V-296 and south along longitude 81°30'00" W. to the northwest boundary of V-454, thence southwest along V-454 to and counterclockwise along a 15-mile radius arc centered on the Greenwood, S. C., VOR to a 30-mile radius arc centered at latitude 34°48'45" N., longitude 82°20'30" W., thence clockwise along this arc to the southeast boundary of V-222, thence northeast along V-222 to point of beginning.

Greenville, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Majors Airport (latitude 33°04'00" N., longitude 96°03'45" W.); and within 2 miles each side of the Majors VOR 188° radial, extending from the 7-mile radius area to 8 miles S of the VOR.

Greenwood, Miss.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Greenwood-Le Flore Airport (latitude 33°29'20" N., longitude 90°05'00" W.); within 2 miles each side of the Greenwood VOR 243° and 063° radials, extending from the Greenwood control zone to 8 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles southeast and 5 miles northwest of the Greenwood VOR 243° and 063° radials, extending from 5 miles northeast of the VOR to 14 miles southwest, and within 5 miles each side of the Greenwood VOR 063° radial, extending from 5 miles northeast of the VOR to 18 miles northeast.

AMENDMENTS 10/12/67 32 F. R. 11155 (Rewritten)

Greenwood, S. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Greenwood, S.C., VOR; within 2 miles each side of the Greenwood VOR 099° and 259° radials extending from the 5-mile radius area to 8 miles east and west of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Greenwood VOR bounded on the north by a 30-mile radius arc centered at latitude 34°48'45" N., longitude 82°20'30" W.; within 5 miles each side of the 099° and 259° radials extending from the 15-mile radius area to 17 miles east and west of the VOR, excluding the portion which coincides with the Atlanta. Ga.. transition area.

Griffith, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffith, Ind., Airport (latitude 41°31'10" N., longitude 87°23'55" W.), and within 2 miles each side of the Chicago Heights, Ill., VORTAC 089° radial extending from the 5-mile radius area to the VORTAC, excluding the airspace within the Chicago, Ill., transition area.

AMENDMENTS 3/30/67 32 F. R. 1034 (Added)

Grosse Ile, Mich.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 209° bearing from the Grosse Ile RBN, extending from the RBN to 8 miles SW of the RBN, excluding the portion within the Grosse Ile, Mich., control zone.

Groton, Conn.

That airspace extending upwards from 700 feet above the surface within the area bounded by a line beginning at 41°10'30" N., 72°00'00" W. to 41°12'00" N., 72°10'00" W. to 41°18'00" N., 72°14'00" W. to 41°27'00" N., 72°09'00" W. to 41°25'00" N., 71°42'00" W. to 41°18'00" N., 71°42'00" W. to 41°16'00" N., 71°49'00" W. to 41°13'00" N., 71°48'00" W. to point of beginning.

Guam Island

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 13°46'35" N. longitude 144°51'15" E.. thence clockwise along the arc of a 12-nmi radius circle centered on Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.), to latitude 13°23'50" N., longitude 145°01'00" E., thence to latitude 13°08'45" N., longitude 144°29'20" E., thence to latitude 13°29'45" N., longitude 144°18'30" E., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Agana VOR, excluding the portion within R-7201 and W-517.

Gulfport, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Gulfport Municipal Airport (latitude 30°24'27.5" N.. longitude 89°04'05" W.), within 8 miles SW and 5 miles NE of the Gulfport VOR 325° radial extending from the VOR to 12 miles NW, and within 2 miles each side of Keesler AFB Runway 3/21 centerline extending from 6 to 8 miles SW of Keesler AFB (latitude 30°24'39.2" N., longitude 88°55'25.9" W.); and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 29°55'00" N., longitude 89°18'00" W., thence N to latitude 30°41'00" N., longitude 89°18'00" W., thence NW to latitude 30°54'00" N., longitude 89°35'00" W., thence NE to latitude 31°08'00" N., longitude 89°23'00" W., thence counterclockwise along an arc 20 miles in radius centered on the Hattiesburg, Miss., VOR to the southern boundary of V-222, thence E along the southern boundary of V-222 to longitude 88°37'00" W., thence S to latitude 30°32'00" N., longitude 88°37'00" W., thence E to latitude 30°32'00" N., longitude 88°15'00" W., thence SE to latitude 30°14'00" N., longitude 88°01'30" W., thence S to latitude 30°09'15" N., longitude 88°01'30" W., thence three nautical miles from and parallel to the shoreline to latitude 30°11'00" N., longitude 88°41'40" W., thence W to latitude 30°10'00" N., longitude 88°51'00" W., thence S to latitude 29°55'00" N., longitude 88°51'00" W., thence W to point of beginning.

AMENDMENTS 2/27/67 32 F. R. 3766 (Changed)

Gulkana, Alaska

That airspace extending upward from 1,200 feet above the surface within 7 miles east and 10 miles west of the Gulkana TACAN 350° and 170° radials extending from 18 miles north to 25 miles south of the TACAN.

Gunnison, Colo.

That airspace extending upward from 11,200 feet MSL within 8 miles S and 5 miles N of the Gunnison VORTAC 270° and 090° radials, extending from 12 miles W to 7 miles E of the VORTAC.

PENDING AMENDMENT

Gunnison, Colo.

That airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 6 miles southeast of the Gunnison VORTAC 051° and 207° radials extending from 13 miles northeast to 20 miles southwest of the VORTAC, and within 10 miles northwest and 6 miles southeast of the Gunnison VORTAC 045° and 225° radials extending from 9 miles northeast to 19 miles southwest of the VORTAC.

AMENDMENTS 2/1/68 32 F. R. 17517 (Rewritten)

Gustavus, Alaska

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Sisters Island, Alaska, VOR; and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 19 miles NE of the 145° and 325° bearings from the Gustavus RR, extending from 16 miles NW to 48 miles SE of the RR.

Guthrie, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of latitude 33°38'25" N., longitude 100°20'50" W.; within 5 miles W and 8 miles E of the Guthrie, Texas, VOR 002° radial, extending from the VOR to 12 miles N; and within 2 miles each side of the Guthrie VOR 182° radial extending from the 6-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°05'00" N., longitude 100°17'00" W.; to latitude 33°56'00" N., longitude 99°42'30" W.; to latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 33°43'00" N., longitude 100°49'00" W., to point of beginning.

Guymon, Okla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Guymon Municipal Airport (latitude 36°40'45" N., longitude 101°30'30" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 359° and 179° bearings from the Guymon Municipal Airport, extending from the airport to 12 miles N and S of the airport.

Hagerstown, Md.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°42'30" N., 77°43'45" W., of Hagerstown Airport, Hagerstown, Md.; and within 2 miles each side of the Hagerstown VOR 239° radial extending from the 7-mile radius area to 8 miles SW of the VOR.

Hamilton, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 39°21'58" N., 84°31'30" W. of Hamilton Airport, Hamilton, Ohio; and within 2 miles north and 5 miles south of a 279° bearing from the Hamilton RBN extending from the 7-mile radius area to 8 miles west of the RBN excluding the portions within the Cincinnati, Ohio and Middletown, Ohio, transition areas.

Hanksville, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Hanksville VORTAC 241° and 061° radials, extending from 9 miles NE to 20 miles SW of the VORTAC, excluding the airspace within Federal airways.

Harlingen, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harlingen Municipal Airport (latitude 26°12'10" N., longitude 97°45'10" W.), and within 2 miles each side of the Harlingen VOR 337° and 157° radials extending from the 5-mile radius area to 8 miles N. of the VOR.

Harrisburg, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harrisburg-Raleigh Airport (latitude 37°48'50" N., longitude 88°32'56" W.), and within 2 miles each side of the 064° bearing extending from the RBN to a point 8 miles northeast; and that airspace extending upward from 1,200 feet above the surface within 10 miles northwest and 5 miles southeast of the 064° and 244° bearing from the RBN, extending from a point 6 miles southwest to 15 miles northeast of the RBN.

Harrisburg, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 40°12'59" N., 76°51'03" W. of Harrisburg-York State Airport, Harrisburg, Pa., and within 5 miles S and 8 miles N of the Harrisburg ILS localizer W course extending from the 12-mile radius area to 12 miles west of the OM· within 5 miles N and 8 miles S of a line bearing 276° from a point 40°13'27" N., 76°52'40" W. extending from the 12-mile radius area to 12 miles W of said point; within an area 2 miles S and 7 miles N of the Olmsted TACAN 118° and 298° radials extending from the 12-mile radius area to 14 miles SE and 20 miles NW of the TACAN.

That airspace extending upward from 1,200 feet above the surface beginning at: 41°00'00" N., 75°45'00" W. to 40°40'00" N., 76°00'00" W. to 40°30'00" N., 76°00'00" W. to 40°30'00" N., 76°15'00" W. to 40°15'00" N., 76°00'00" W. to 40°10'00" N., 75°44'00" W. to 39°50'00" N., 75°44'00" W. to 39°50'00" N., 77°22'00" W. to 40°10'00" N., 77°37'00" W. to 40°10'00" N., 77°55'00" W. to 40°36'00" N., 77°55'00" W. to 40°47'27" N., 76°53'04" W. to 40°48'20" N., 76°41'30" W. to 40°55'20" N., 76°43'00" W. to point of beginning.

PENDING AMENDMENT

Delete the description of the Harrisburg, Pa., 700-foot floor transition area and insert in lieu thereof the following:

That airspace extending upward from 700 feet above the surface within a 12-mile radius of a point 40°13'24" N., 76°52'39" W.; within 5 miles south and 8 miles north of the Harrisburg-York State Airport ILS localizer west course extending from the 12-mile radius area to 12 miles west of the OM; within 5 miles north and 8 miles south of the Harrisburg VOR 280° radial extending from the 12-mile radius area to 12 miles west of the VOR; within a 9-mile radius of the center, 40°11'35" N., 76°45'47" W. of Olmsted State Airport, Middletown, Pa.; within 5 miles north and 8 miles south of the Olmsted State Airport ILS localizer northwest course extending from the 12-mile radius area to 12 miles northwest of the OM; and within 2 miles each side of the centerline of Olmsted State Airport Runway 13 extended from the 9-mile radius area to 9 miles southeast of the end of the runway.

AMENDMENTS 2/1/68 32 F. R. 20705 (Changed)

Harrison, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Boone County Airport (latitude 36°15'55" N., longitude 93°09'20" W.) within 2 miles each side of the Harrison VOR 316° radial, extending from the 5-mile radius area to 8 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the Harrison VOR 316° and 136° radials, extending from 13 miles NW to 7 miles SE of the VOR.

Hartford, Conn.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center 41°56' 24" N., 72°41'10" W. of Bradley International Airport, Windsor Locks, Conn.; within 2 miles each side of the airport ILS localizer SW course extending from the 9-mile radius area to 8 miles SW of the OM; within 2 miles each side of the centerline of Runway 33 extended from the 9-mile radius area to 13 miles NW of the end of the runway; within 2 miles each side of the centerline of Runway 6 extended from the 9-mile radius area to 12 miles NE of the end of the runway; within a 10-mile radius of the center of Bradley International Airport extending clockwise between lines bearing 327° to 028° from the airport; within a 9-mile radius of the center 41°45'08" N., 72°37'21" W. of Rentschler Field, East Hartford, Conn.; within a 12-mile radius of Rentschler Field extending clockwise from 110° to 240° bearing from the airport; within 5 miles NW and 5 miles SE of the Hartford VOR 223° radial extending from the VOR to a point 15 miles SW.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 42°02'00" N., 72°07'00" W. to 41°55'00" N., 71°59'00" W. to 41°40'00" N., 72°08'00" W. to 41°18'00" N., 72°30'30" W. to 41°31'00" N., 72°46'00" W. to 41°49'00" N., 73°16'00" W. to 42°02'00" N., 73°16'00" W. to the point of beginning.

AMENDMENTS 6/22/67 32 F. R. 6261 (Changed)

Hastings, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hastings Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), within 2 miles each side of the 323° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 8 miles NW of the airport; within 2 miles each side of the 338° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 9.5 miles N of the airport, and within 2 miles each side of the 143° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 143° bearing from Hastings Municipal Airport extending from the Hastings Municipal Airport to 14 miles SE, within 5 miles E and 9 miles W of the 338° bearing from the Hastings Municipal Airport extending from the Hastings Municipal Airport to 13 miles N, and within 5 miles each side of the 066° bearing from Hastings Municipal Airport extending from the Hastings Municipal Airport to the S edge of V-138 and the area bounded on the S by a line 5 miles S of and parallel to the 286° bearing from Hastings Municipal Airport on the N by V-8 S and on the E by a line 9 miles W of and parallel to the 338° bearing from Hastings Municipal Airport.

Hattiesburg, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hattiesburg Municipal Airport (latitude 31°16'01" N., longitude 89°15'16" W.); within 2 miles each side of the Hattiesburg VORTAC 155° radial extending from the 7-mile radius area to the VORTAC; within 2 miles each side of the 315° bearing from the Hattiesburg RBN (latitude 31°17'59" N., longitude 89°17'59" W.), extending from the 7-mile radius area to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Hattiesburg VOR; within a 15-mile radius of the Laurel Municipal Airport, Laurel, Miss. (latitude 31° 40' 10" N., longitude 89° 10' 20" W.); and within 5 miles each side of the Laurel VOR 150° radial, extending from the 15-mile and the 20-mile radius areas to 23 miles SE of the VOR.

AMENDMENTS 4/27/67 32 F. R. 3049 (Changed)

Hawaiian Islands.

That airspace extending upward from 14,500 feet MSL within the area bounded by lines beginning at latitude 22°24'N., longitude 161°15' W., to latitude 23°53' N., longitude 159°30' W., to latitude 22°31' N., longitude 156°05' W., to latitude 21°47' N., longitude 155°32' W., to latitude 19°44' N., longitude 153°15' W., to latitude 18°20' N., longitude 153°32° W., to latitude 17°15' N., longitude 155°40' W., to latitude 19°43' N., longitude 158°00' W., to latitude 20°46' N., longitude 159°29' W., to latitude 21°18' N., longitude 159°32' W., to latitude 21°30' N., longitude 159°32' W., to latitude 21°30' N., longitude 161°00' W., to latitude 21°56' 30" N., longitude 161°20' W., to the point of beginning. The airspace within control area extensions, transition areas, Federal airways, warning areas W-318, W-319, W-320, W-321, W-322, W-511, W-512, and the airspace less than 1,500 feet above the terrain is excluded.

AMENDMENTS 12/4/67 32 F. R. 17653 (Changed)

Hays, Kans.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Hays Municipal Airport (latitude 38°51'00" N., longitude 99°16'30" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 176° bearing from Hays Municipal Airport, extending from the airport to 18 miles S of the airport.

FEDERAL REGISTER

VOLUME 33 • NUMBER 20

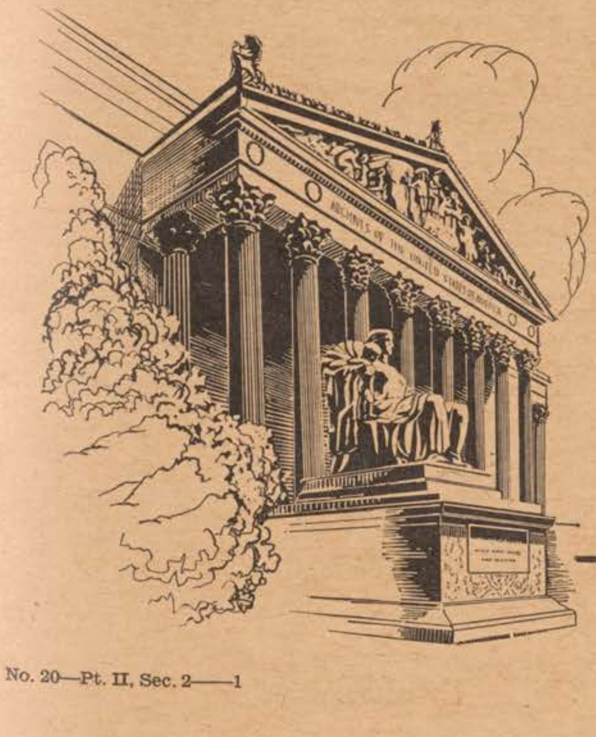
Tuesday, January 30, 1968 • Washington, D.C.

PART II

Section 2

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

•



14 CFR Parts 71, 73, 75

Compilation of Regulations

THE NATIONAL ARCHIVES OF THE UNITED STATES * 1934 *

Hayward and Cable, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hayward, Wis., Municipal Airport (latitude 46°01'25" N., longitude 91°26'35" W.); and within a 5-mile radius of Cable Union Airport, Cable, Wis. (latitude 46°11'35" N., longitude 91°15'00" W.); and within 2 miles each side of the 025° bearing from Hayward Municipal Airport extending from the Hayward Municipal Airport 5-mile radius area to 15 miles NE of the airport; and within 2 miles each side of the 230° bearing from Cable Union airport, extending from the Cable Union Airport 5-mile radius area to 17 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 025° bearing from Hayward Municipal Airport, extending from 7 miles to 19 miles NE of the airport; and within 5 miles NW and 8 miles SE of the 230° bearing from Cable Union Airport, extending from 4 miles to 21 miles SW of the airport; and 5 miles each side of the 029° bearing from Hayward Municipal Airport extending from 6 miles NE of the airport to V-217.

AMENDMENTS 2/2/67 31 F. R. 15237 (Added)

Hazlehurst, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hazlehurst Airport (latitude 31°53'05" N., longitude 82°38'50" W.); within 2 miles each side of the Alma VORTAC 342° radial extending from the 5-mile radius area to 18 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by V-267, on the SE by V-157, and on the SW by V-5/V-51; within the area E of Alma bounded on the NW by V-157, on the NE by V-267, and on the SW by V-51E.

AMENDMENTS 3/30/67 32 F. R. 2370 (Added); Corr: 32 F. R. 3344;

Hazleton, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 40°59'11" N., 75°59'38" W. of Hazleton Airport, Hazleton, Pa., within 2 miles each side of the 076° bearing from the Hazleton RBN extending from the 7-mile radius area to 8 miles E of the RBN and within 2 miles each side of the Hazleton VOR 263° radial extending from the 7-mile radius area to 8 miles W of the VOR.

Helena, Mont.

That airspace extending upward from 700 feet above the surface within 6 miles N and 8 miles S of the Helena VORTAC 089° and 269° radials extending from 18 miles E to 7 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6 miles S and 9 miles N of the Helena VORTAC 089° and 272° radials extending from 12 miles E to 45 miles W of the VORTAC, within the area bounded on the N by a line 5 miles N of and parallel to the Helena VORTAC 089° radial and on the SW by a line 5 miles SW of and parallel to the Helena VORTAC 119° radial extending from the VORTAC to the arc of an 18-mile radius circle centered on the VORTAC, and the area bounded on the NW by a line 6 miles NW of and parallel to the Great Falls, Mont., VORTAC 222° radial, on the NE by the arc of a 40-mile radius circle centered on Malmstrom AFB (latitude 47°30'35" N., longitude 111° 11'35" W.), on the SE by a line 5 miles SE of and parallel to the Helena VORTAC 023° radial and on the South by a line 9 miles N of and parallel to the Helena VORTAC 089° and 272° radials.

Henderson, Ky.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°47'30" N., 87°40'50" W., of Henderson Airport, Henderson, Ky., within 2 miles each side of the Evansville VOR 152° radial extending from the 5-mile radius to the VOR, said area effective sunrise to sunset daily, excluding the portion which coincides with the Evansville 700-foot transition area.

Hershey, Pa.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center (40°17'35" N., 76°39'40" W.) of Hershey Air Park Airport, Hershey, Pa.; and within 2 miles each side of the Runway 8 centerline extended from the 4-mile radius area to 5 miles east of the end of the runway,excluding that portion which coincides with Harrisburg, Pa., transition area. This transition area shall be effective from sunrise to sunset, daily.

AMENDMENTS 4/27/67 32 F. R. 3767 (Added)

Hibbing, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chisholm-Hibbing Airport (latitude 47°23'20" N., longitude 92°50'25" W.); within 5 miles NW and 8 miles SE of the 210° bearing from Chisholm-Hibbing Airport, extending from the airport to 12 miles SW of the airport; within 2 miles each side of the 060° bearing from Chisholm-Hibbing Airport, extending from the 7-mile radius area to 14 miles NE of the airport; within 2 miles each side of the Hibbing VOR 313° radial, extending from the 7-mile radius area to 8 miles NW of the intersection of the Hibbing VOR 313° and the Eveleth VOR 273° radials; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Hibbing VOR 133° and 313° radials, extending from 8 miles NW to 13 miles SE of the VOR; within 8 miles NW and 5 miles SE of the 060° bearing from Chisholm-Hibbing Airport, extending from the airport to 18 miles NE of the airport; and within 5 miles NE and 8 miles SW of the Hibbing VOR 313° radial, extending from 12 miles NW of the intersection of the Hibbing VOR 313° and the Eveleth VOR 273° radials to 8 miles NW of the VOR.

Hickory, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hickory Municipal Airport (latitude 35'44'25" N., longitude 81°23'28" W.); within 2 miles each side of the Hickory VOR 223° and 058° radials, extending from the 8-mile radius area to 8 miles northeast of the VOR; within 2 miles each side of the Hickory VOR 114° radial, extending from the VOR to 14 miles southeast; and that airspace extending upward from 1,200 feet above the surface bounded on the north by V-310, on the east by V-37, on the southeast by V-20 and on the southwest by V-259, excluding the portion that coincides with the Tri-City transition area.

AMENDMENTS 7/20/67 32 F. R. 7253 (Rewritten); 1/4/68 32 F. R. 15095 (Changed)

Hillsboro, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'30" W.), and within 2 miles of each side of the Newberg, Oreg., VORTAC 007° and 187° radials, extending from the 5-mile radius area to 1 miles S of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 15 miles SE and 10 miles NW of the Newberg VORTAC 024° and 204° radials, extending from 12 miles NE to 27 miles SW of the VORTAC.

Hillsdale, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hillsdale, Mich., Airport (latitude 41°55'15" N., longitude 84°35'05" W.), and within 2 miles each side of the Litchfield, Mich., VORTAC 140° radial extending from the 5-mile radius area to 8 miles northwest of the airport.

AMENDMENTS 11/9/67 32 F. R. 12790 (Added)

Hilo, Hawaii

That airspace extending upward from 700 feet above the surface within a 7-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.), extending from a line 3 miles SW of and parallel to the Hilo VOR 334° radial clockwise to a line 3 miles SW of and parallel to the Hilo VOR 154° radial; and that airspace extending upward from 1200 feet above the surface within a 30-mile radius of the Hilo VOR, extending from the arc of a 7-mile radius circle centered on General Lyman Airport clockwise from a line 3 miles southwest of and parallel to the Hilo 334° radial to a line 5 miles south of and parallel to the Hilo VOR 121° radial; and within a 12-mile radius of the Hilo VOR, extending from the arc of a 5-mile radius circle centered on General Lyman Airport clockwise from the Hilo VOR 121° radial to a line 7 miles southwest of and parallel to the Hilo VOR 149° radial, and within 10 miles northwest and 7 miles southeast of the Hilo VOR 034° radial, extending from the 30-mile radius area to 53 miles northeast of the VOR.

Hobart, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hobart Municipal Airport: within 5 miles W and 8 miles E of the Hobart VOR 003° and 183° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Clinton-Sherman AFB; within 5 miles W and 8 miles E of the Burns Flat VOR 360° and 180° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Altus AFB; within 5 miles W and 8 miles E of the 360° and 180° bearings from latitude 34°33'53" N., longitude 99°16'24" W.; extending from 24 miles N to 12 miles S of latitude 34°33'53" N., longitude 99°16'24" W.; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°08'00" N., longitude 99°05'00" W.; to latitude 34°15'00" N., longitude 99°30'00" W.: to latitude 34°40'00" N., longitude 99°59'00" W.; to latitude 35°20'00" N., longitude 99°54'00" W.; to latitude 35°50'00" N., longitude 99°43'00" W.; to latitude 35°44'00" N., longitude 99°03'00" W.; to latitude 34°58'00" N., longitude 98°33'00" W.; to latitude 34°42'00" N., longitude 98°46'00" W.; to latitude 34°21'00" N., longitude 98°46'00" W.; to point of beginning; and that airspace extending upward from 8,000 feet MSL bounded by a line beginning at latitude 34°40'00" N., longitude 99°59'00" W.; thence W via latitude 34°40'00" N., to and counterclockwise along the arc of a 20-mile radius circle centered at the Childress, Tex., Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.) to longitude 100°27'00" W.; to latitude 35°00'00" N., longitude 100°32'00" W.; to latitude 35°20'00" N., longitude 100°00'00" W.; to latitude 35°54'00" N., longitude 100°18'00" W.; to latitude 35°50'00" N., longitude 99°43'00" W.; to latitude 35°20'00" N., longitude 99°54'00" W.; to point of beginning. The portion of the transition area extending upward from 8,000 feet MSL is excluded from Federal airways.

Hobbs, N. Mex.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.); and within 2 miles each side of the Hobbs VOR 222° radial, extending from the 9-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 33°09'30" N., longitude 103°01'00" W.; to latitude 32°59'00" N., longitude 102°43'30" W.; to latitude 32°36'30" N., longitude 102°07'20" W.; to latitude 32°19'35" N., longitude 102°55'10" W.; to latitude 32°13'40" N., longitude 102°56'30" W.; to latitude 32°15'35" N., longitude 103°07'00" W.; to latitude 32°33'00" N., longitude 103°29'00" W.; to latitude 33°00'00" N., longitude 103°18'00" W.; to point of beginning.

Holland, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Holland, Mich., Park Township Airport (latitude 42°47'45" N., longitude 86°09'45" W.).

AMENDMENTS 7/20/67 32 F. R. 7820 (Added)

Homer, Alaska

That airspace extending upward from 1,200 feet above the surface, within 8 miles S and 5 miles N of the 265° and 085° bearings from the Homer RR, extending from 13 miles W to 7 miles E of the RR; and within 8 miles NW and 5 miles SE of the Homer VOR 224° and 044° radials, extending from 13 miles SW to 7 miles NE of the VOR.

Honolulu, Hawaii.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Barber's Point (latitude 21°18'35" N., longitude 158°04'30" W.) and the airspace S and SW of Honolulu beginning at latitude 21°20'35" N., longitude 157°51'05" W., thence S to latitude 21°15'30" N., longitude 157°49'15" W., thence SW to latitude 21°09'50" N., longitude 158°09'50" W., thence NW to latitude 21°11'25" N., longitude 158°10'50" W., thence NE via a line 4 miles SE of and parallel to the Honolulu VORTAC 242° radial to its INT with a 7-mile radius circle centered on NAS Barber's Point, thence counterclockwise via the arc of this 7-mile radius circle to and counterclockwise via the arc of a 5-mile radius circle centered on Honolulu International Airport to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°09'00" N., longitude 158°24'45" W. to latitude 21°15'00" N., longitude 157°31'45" W., thence W to latitude 21°15'00" N., longitude 157°36'30" W., thence within a 25-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°15'00" N., longitude 157°36'30" W. to latitude 21°10'10" N., longitude 158°20'30" W., thence W to point of beginning; that airspace S of Honolulu within 12 miles E and 8 miles W of the Honolulu VORTAC 180° radial, extending from the 25-mile radius area to 68 miles S of the VORTAC; that airspace W of Honolulu, extending from the 30-mile radius area bounded by a line beginning at latitude 21°24'15" N., longitude 158°26'45" W., thence to latitude 21°42'05" N., longitude 158°54'00" W., thence to latitude 21°13'30" N., longitude 159°04'50" W., thence to latitude 21°07'30" N., longitude 158°31'00" W., thence to latitude 21°09'00" N., longitude 158°24'45" W.; that airspace northwest of Honolulu, extending from the 30-mile radius area bounded on the northeast by W-322D, on the west by the Lihue transition area, and on the southwest by V-2; and that airspace southeast of Honolulu bounded on the northeast by V-16, on the east by longitude 157°17'00" W., on the south by a line extending from latitude 20°47'15" N., longitude 157°17'00" W. to latitude 20°48'00" N., longitude 157°30'00" W. through latitude 20°52'00" N., longitude 157°50'00" W. to a line 12 miles east of and parallel to the Honolulu VORTAC 180° radial, and on the west by a line 12 miles east of and parallel to the Honolulu VORTAC 180° radial, excluding the portion within W-318, the portion below 4,000 feet MSL within W-322D and the portion within the Kaneohe control zone and the Kaneohe transition area."

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed)

Honolulu, Hawaii (Wheeler AFB)

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Honolulu VORTAC 358° radial extending from the arc of a 3-mile radius circle centered on Wheeler AFB (latitude 21°29'00" N., longitude 158°02'30" W.) to the INT of the Honolulu, Hawaii, VORTAC 358° and the Koko Head, Hawaii, VOR 298° radials.

Hope, Minn.

That airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Farmington, Minn., VOR 184° radial, extending from 38 miles S to 65 miles S of the VOR.

Hopewell, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°18'20" N., 77°13'10" W. of Hopewell Airport, Hopewell, Va.; and within 2 miles each side of the Hopewell VOR 253° and 073° radials extending from the 5-mile radius area to 8 miles NE of the VOR, excluding the portion that coincides with the Richmond, Va., transition area. This transition area is effective from sunrise to sunset, daily.

Hopkinsville, Ky. (Campbell AAF)

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, 36°40'11" N., 87°29'13" W. of Campbell Army Airfield; within 5 miles SE and 8 miles NW of the Campbell RBN 045° bearing extending from the 14-mile radius area to 12 miles NE of the RBN; within 5 miles NW and 8 miles SE of the Clarksville, Tenn., VOR 064° radial extending from the 14-mile radius area to 12 miles NE of the VOR.

That airspace extending upward from 1,200 feet above the surface within the area bounded on the E by V-7, on the SE by V-57, on the S by V-16N and V-140, and by a line commencing at the N edge of V-140 at 87°55'15" W. to 36°28'00" N., 88°19'50" W. to 36°34'45" N., 88°03'00" W. to 36°44'45" N., 88°09'55" W. to 36°53'20" N., 88°07'05" W. to 37°12'50" N., 87°39'30" W. to the W edge of V-7 at latitude 37°17'50" N.

That airspace extending upward from 2,500 feet MSL within 5 miles each side of the Paducah, Ky., VOR 109° radial bounded on the E by the aforementioned 1,200-foot transition area and on the W by a line between 36°54'00" N., 88°42'15" W. and 37°01'30" N., 88°35'00" W.

Hoquiam, Wash.

That airspace extending upward from 700 feet above the surface east of Bowerman Field, bounded on the north by a line 2 miles north of and parallel to the Hoquiam VORTAC 068° radial, on the south by a line 2 miles south of and parallel to the Hoquiam 080° radial, extending eastward between the arcs of 5- and 13- mile radius circles centered on Bowerman Field (latitude 46°58'15" N., longitude 123°56'05" W.); that airspace extending upward from 1,200 feet above the surface, within 8 miles north and 8 miles south of the Hoquiam VORTAC 069° and 249° radials, extending from 13 miles west to 15 miles east of the VORTAC.

AMENDMENTS 11/9/67 32 F. R. 13117 (Rewritten)

Hot Springs, Ark.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Memorial Field (latitude 34°28'40" N., longitude 93°05'45" W.); and within 8 miles S and 5 miles N of the 248° bearing from latitude 34°26'57" N., longitude 93°10'43" W., extending from the 12-mile radius area to 12 miles W of latitude 34°26'57" N., longitude 93°10'43" W.

Hot Springs, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37°57'00" N., 79°49'00 W., of Ingalls Field, Hot Springs, Va., and within 2 miles each side of the Hot Springs RBN 056° bearing extending from the 6-mile radius area to 8 miles NE of the RBN.

Houghton, Mich.

That airspace extending upward from 700 feet above the surface within 5 miles SE and 8 miles NW of the Houghton VOR 060° radial extending from the VOR to 12 miles NE;and that airspace extending upward from 1,200 feet above the surface, within a 12-mile radius of the Houghton VOR; within 5 miles NW and 8 miles SE of the 020° bearing from the Houghton RBN, extending from the 12-mile radius area to 14 miles NE of the RBN; and within 8 miles NE and 5 miles SW of the Houghton VOR 135° radial, extending from the 12-mile radius area to 14 miles SE of the VOR.

Houlton, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine; within 2 miles each side of the Houlton VOR 198° radial extending from the 7-mile radius area to 8 miles south of the VOR.

That airspace extending upward from 1,200 feet above the surface within an area beginning at the intersection southeast of Presque Isle, Maine, of the United States-Canadian border and a 40-mile radius arc centered at 46°57'05" N., 67°53'10" W. (Loring AFB), thence clockwise along this arc to 46°33'00" N., to 45°56'00" N., 68°36'00" W. to 45°38'00" N., 67°40'30" W. thence along the United States-Canadian border to the point of beginning, excluding the airspace within Canada.

Houma, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Houma Municipal Airport (latitude 29°34'10" N., longitude 90°39'40" W.) and within 2 miles each side of the Tibby VORTAC 123° radial, extending from the VORTAC to 27 miles southeast of the VORTAC.

AMENDMENTS 6/22/67 32 F. R. 5768 (Rewritten)

Houston, Tex.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 29°25'00" N., longitude 95°30'00" W. to latitude 29°30'00" N., longitude 95°32'00" W., to latitude 29°46'00" N., longitude 95°27'00" W., to latitude 29°52'00" N., longitude 95°03'00" W., to latitude 29°40'00" N., longitude 94°57'00" W., to latitude 29°32'00" N., longitude 95°00'00" W., to point of beginning; within a 4-mile radius of Spaceland Airpark (latitude 29°30'30" N., longitude 95°03'01" W.); within 2 miles each side of the 304° bearing from the Spaceland RBN (latitude 29°28'00" N., longitude 94°59'08" W.), extending from the 4-mile radius area to the RBN; within 2 miles each side of the Houston VORTAC 083° radial, extending from the VORTAC to 28 miles east of the VORTAC; within 2 miles each side of the Galveston VORTAC 345° radial, extending from the 4-mile radius area to 6 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°35'00" N., longitude 95°21'00" W., to latitude 30°28'00" N., longitude 94°09'00" W., thence S via longitude 94°09'00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., to a point 3 nautical miles from the shoreline at longitude 94°10'00" W., thence SW 3 nautical miles from and parallel to the shoreline to latitude 28°22'00" N., thence W via latitude 28°22'00" N., to longitude 96°30'00" W., thence N via longitude 96°30'00" W., to the N boundary of V-20, thence NE along V-20 to the INT of the N boundary of V-20, and a line through latitude 28°43'40" N., longitude 96° 28'00" W., and latitude 28°47'25" N., longitude 96°35'20" W., to latitude 28°47'25" N., longitude 96°35'20" W., to latitude 28°52'50" N., longitude 96°28'30" W., to latitude 29°08'00" N., longitude 97°00'00" W., to latitude 29°30'00" N., longitude 96°39'30" W., to latitude 29°54'00" N., longitude 96°49'00" W., to latitude 30°26'00" N., longitude 96°58'30" W., to latitude 30°30'30" N., longitude 96°32'00" W., to latitude 31°17'00" N., longitude 96°11'00" W., to latitude 31°19'00" N., longitude 95°56'00" W., to point of beginning, excluding the portion within the Corpus Christi and College Station, Tex., transition areas.

AMENDMENTS 8/17/67 32 F. R. 8891 (Changed); 11/9/67 32 F. R. 12442 (Changed)

Howell, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Howell, Mich., Livingston County Airport (latitude 42°37'30" N., longitude 83°58'45" W.), and within 2 miles each side of the Salem, Mich., 308° radial extending from the 6-mile radius area to 7 miles southeast of the airport.

AMENDMENTS 11/9/67 32 F. R. 13220 (Added)

Hugo, Colo.

That airspace south of Hugo, Colo., VOR extending upward from 8,500 feet MSL, bounded on the north by V-108S, on the northeast by V-263, on the south by V-210, and on the west by V-19E and that airspace east of Hugo, extending upward from 8,500 feet MSL, bounded on the north by V-4, on the east by longitude 102°50'00" W., on the southwest by V-263, and on the west by V-169, excluding the airspace within Federal airways and the Pueblo and Colorado Springs, Colo., transition areas.

AMENDMENTS 12/7/67 32 F. R. 13454 (Rewritten)

Huntingburg, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Huntingburg Airport (latitude 38°15'05" N., longitude 86°57'20" W.), and within 2 miles each side of the 247° bearing from the Huntingburg Airport extending from the 6-mile radius area to 8 miles southwest of the airport.

Huntington, W. Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 38°22'00" N., 82°33'25" W., of the Tri-State Airport (Walker-Long Field), Huntington, W. Va., within 2 miles each side of the Tri-State Airport ILS localizer west course extending from the 6-mile radius area to 8 miles west of the OM and within 2 miles each side of the Tri-State Airport ILS localizer east course extending from the 6-mile radius area to 13 miles east of the Shoals, W. Va., FM.

AMENDMENTS 10/12/67 32 F. R. 11850 (Rewritten)

Huntsville, Ala.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.), excluding the airspace within a 1.5-mile radius of Epps Air Park (latitude 34°51'50" N., longitude 86°46'15" W.); within 2 miles each side of the 356° bearing from the Restone RBN, extending from the 15-mile radius area to 11 miles north of the RBN; within 2 miles each side of the new Huntsville ILS localizer south course, extending from the 15-mile radius area to 14 miles south of the south end of runway 36L; within a 6-mile radius of Pryor Field (latitude 34°39'09.4" N., longitude 86°56'45.1" W.); within 8 miles west and 5 miles east of the Decatur VOR 352° radial, extending from the VOR to 12 miles north; and that airspace extending upward from 1,200 feet above the surface within a 31-mile radius of latitude 34°46'30" N., longitude 86°36'30" W.

AMENDMENTS 10/29/67 32 F. R. 11631 (Rewritten); 11/6/67 32 F. R. 15809 (Changed)

Huron, S. Dak.

That airspace extending upward from 700 feet above the surface within 7 miles NE and 8 miles SW of the Huron ILS localizer NW and SE courses extending from 6 miles SE to 14 miles NW of the outer marker.

Hutchinson, Kans.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Hutchinson Municipal Airport (latitude 38°03'56" N., longitude 97°51'38" W.) and within a 7-mile radius of the Hutchinson ANG Base (latitude 37°55'35" N., longitude 97°54'20" W.), and within 2 miles each side of the 166° bearing from Hutchinson ANG Base extending from the 7-mile radius area to a point 5 miles S, and within 8 miles NW and 5 miles SE of the 222° radial of the Hutchinson VORTAC extending from the VORTAC to a point 12 miles SW, and within 8 miles W and 5 miles E of the 342° radial of the Hutchinson VORTAC extending from the VORTAC to a point 12 miles N and within 8 miles NE and 5 miles SW of the Hutchinson ILS localizer NW course extending from the 8-mile radius area to a point 12 miles NW of the OM; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Hutchinson VORTAC and within 8 miles W and 5 miles E of the Hutchinson VORTAC 025° radial extending from the 30-mile radius area to a point 40 miles N of the VORTAC, and within 5 miles SW and 8 miles NE of the Hutchinson VORTAC 296° radial extending from the 30-mile radius area to 33 miles NW of the VORTAC, and the area SW of Hutchinson bounded on the NE by the arc of the 30-mile radius circle centered on the Hutchinson VORTAC, on the S by the N edge of V-12N, on the NW by the SE edge of V-280, excluding the Wichita transition area.

Idaho Falls, Idaho

That airspace extending upward from 700 feet above the surface within 8 miles NW and 5 miles SE of the Idaho Falls VOR 030° and 223° radials, extending from 12 miles SW to 12 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N and E by the arc of a 23-mile radius circle centered on the Idaho Falls VOR, extending clockwise from the E edge of V-257 to the S edge of V-330, on the S by the S edge of V-330 and latitude 43°27'00" N., on the W by the E edge of V-257; that airspace SW of Idaho Falls bounded on the N by latitude 43°27'00" N. and the S edge of V-330, on the SE by a line 9 miles SE of and parallel to the Idaho Falls VOR 213° radial, on the S by latitude 43°14'30" N., on the W by the E edge of V-257; and that airspace extending upward from 9,700 feet MSL within a 23-mile radius of the Idaho Falls VOR, extending clockwise from the S edge of V-330 to the E edge of V-21.

AMENDMENTS 3/30/67 32 F. R. 3050 (Rewritten)

Iliamna, Alaska

That airspace extending upward from 1,200 feet above the surface within 6 miles W. and 8 miles E. of the 016° and 196° bearings from the Iliamna RBN, extending from 7 miles N. to 13 miles S. of the RBN.

Independence, Kans.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Independence Municipal Airport (latitude 37°09'25" N., longitude 95°46'50" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 193° bearing from Independence Municipal Airport, extending from the airport to 12 miles south of the airport.

AMENDMENTS 12/7/67 32 F. R. 14267 (Rewritten)

Indiana, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°37'57" N., 79°06'18" W. of Indiana County Jimmy Stewart Airport, Indiana, Pa., and within 2 miles each side of the 091° bearing from the Indiana RBN extending from the 6-mile radius area to 7 miles E of the RBN.

Indianapolis, Ind.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Indianapolis Municipal (Weir-Cook) Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within a 5-mile radius of Bob Shank Airport (latitude 39°49'15" N., longitude 86°14'30" W.); within 2 miles each side of the Indianapolis, Ind., VORTAC 082° radial extending from the 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40°07'00" N., longitude 87°23'00" W.; to latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°00'00" N., longitude 86°00'00" W.; to latitude 40°00'00" N., longitude 85°30'00" W.; to latitude 39°30'00" N., longitude 85°30'00" W.; to latitude 39°30'00" N., longitude 86°06'00" W.; to latitude 38°57'00" N., longitude 86°06'00" W.; to latitude 38°57'00" N., longitude 88°00'00" W.; north along longitude 88°00'00" W., to the north edge of V-50; thence to the point of beginning.

AMENDMENTS 1/4/68 32 F. R. 15524 (Rewritten); Corr: 33 F. R. 11

International Falls, Minn.

That airspace extending upward from 700 feet above the surface within 8 miles NE and 5 miles SW of the International Falls VOR 129° and 309° radials extending from 4 miles NW to 14 miles SE of the VOR; and within 8 miles SW and 5 miles NE of the International Falls VOR 320° radial extending from the VOR to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 325° bearing from radio station CFOB extending from the radio station to 12 miles NW of the radio station excluding the portions outside of the United States.

Ionia, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ionia, Michigan County Airport (latitude 42°56'20" N., longitude 85°04'15" W.), and within 2 miles each side of the Grand Rapids, Mich., VOR 065° radial extending from the 5-mile radius area to 6 miles northeast of the airport.

AMENDMENTS 11/9/67 32 F. R. 12790 (Added)

Iowa City, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Iowa City Municipal Airport (latitude 41° 38' 25" N., longitude 91° 32' 50' W.), and within 2 miles each side of the Iowa City VOR 024° radial, extending from the 6-mile radius area to the VOR.

Iron Mountain, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ford Airport, Iron Mountain, Mich. (latitude 45°48'55" N., longitude 88°07'00" W.); and within 5 miles NE and 8 miles SW of the Iron Mountain VOR 141° radial, within 5 miles W and 8 miles E of the VOR 193° radial extending from the VOR to 12 miles SE and S of the VOR; and within 5 miles W and 8 miles E of the 182° bearing from Ford Airport, within 5 miles N and 8 miles S of the 276° bearing from Ford Airport extending from the airport to 12 miles S and W of the airport.

AMENDMENTS 3/30/67 32 F. R. 2368 (Rewritten)

Ironwood, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gogebic County Airport, Ironwood, Mich. (latitude 46°31'30" N., longitude 90°08'00" W.); within 5 miles north and 8 miles south of the Ironwood VOR 257° radial, extending from the 8-mile radius area to 16 miles west of the VOR; and within 5 miles south and 8 miles north of the Ironwood VOR 077° radial, extending from the 8-mile radius area to 12 miles east of the VOR.

Islip, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Long Island-MacArthur Airport (latitude 40°47'50" N., longitude 73°06'00" W.); and within 2 miles each side of the Long Island-MacArthur Airport localizer SW course extending from the 7-mile radius area to 8 miles SW of the OM; and within 2 miles each side of the NE ILS localizer course extending from the 7-mile radius area to 9 miles NE of the localizer.

Ithaca, N.Y.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center 42°29'25" N., 76°27'30" W. of Tompkins County Airport, Ithaca, N.Y., and within 5 miles SW and 8 miles NE of the Ithaca VOR 305° radial extending from the VOR to a point 12 miles NW, excluding that portion which overlies the Elmira, N.Y., transition area.

Jackson, Mich.

That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Jackson VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the west by longitude 84°50'00" W., on the north by latitude 42°30'00" N., on the east by longitude 84°05'00" W., and on the south by a line beginning at latitude 41°48'10" N., longitude 84°50'00" W., to latitude 41°48'00 N., longitude 84°46'00" W., to latitude 41°41'00" N., longitude 84°16'00" W., to latitude 41°45'00" N., longitude 84°11'45" W., to latitude 41°45'05" N., longitude 84°05'00" W.

Jackson, Miss.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Allen C. Thompson Field (latitude 32°18'40" N., longitude 90°04'35" W.); within a 6-mile radius of Hawkins Field (latitude 32°20'10" N., longitude 90°13'15" W.); within a 5-mile radius of Bruce Campbell Field, Madison, Miss. (latitude 32°26'15" N., longitude 90°06'05" W.); within 2 miles each side of the Jackson VORTAC 195° radial extending from the VORTAC to 1 mile S; within 2 miles each side of the Jackson VORTAC 142° radial extending from the VORTAC to 1 mile SE; within 2 miles each side of the Allen C. Thompson Field ILS localizer N course extending from the control zone to 8 miles N of the OM; within 2 miles each side of a 008° bearing from the Jackson RBN extending from the Hawkins Field 6-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface to the base of the continental control area within a 35-mile radius circle centered at latitude 32°26'30" N., longitude 90°05'00" W., excluding the portion which coincides with the Yazoo City, Miss., transition area.

AMENDMENTS 8/31/67 32 F. R. 12996 (Changed)

Jackson, Tenn.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the McKellar VOR 208° radial, extending from the VOR to 12 miles SW; and that airspace bounded on the N by V-140, on the E and S by V-16N, and on the W by V-11E.

AMENDMENTS 5/25/67 32 F.R. 3972 (Rewritten)

Jackson, Wyo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius circle centered on Jackson Hole Airport, Wyo. (latitude 43°36'24" N., longitude 110°44'13" W.); that airspace extending upward from 1,200 feet above the surface within 6 miles W and 9 miles E of the Jackson VOR (latitude 43°36'30" N., longitude 110°44'02" W.) 200° and 020° radials, extending from 23 miles S to 11 miles N of the VOR, and within 6 miles N and 9 miles S of the Dunoir, Wyo., VOR 282° and 102° radials, extending from 8 miles E to 21 miles W of the VOR.

Jacksonville, Fla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Thomas Cole Imeson Airport (latitude 30°25'15" N., longitude 81°38'15" W.); within 2 miles each side of the Jacksonville ILS localizer SW course, extending from the OM to 8 miles SW of the OM; within 2 miles each side of the Jacksonville VORTAC 070° radial, extending from the Thomas Cole Imeson 7-mile radius area to 12 miles E of the VORTAC; within a 7-mile radius of NS Mayport (latitude 30°23'30" N., longitude 81°25'25" W.); within 2 miles each side of the Navy Mayport TACAN 038° radial, extending from the NS Mayport 7-mile radius area to 12 miles NE of the TACAN; within 2 miles each side of the 050° bearing from the Navy Mayport RBN (latitude 30°23'36" N., longitude 81°25'34" W.), extending from the 7-mile radius area to 12 miles NE of the RBN; within a 5-mile radius of Craig Municipal Airport (latitude 30°20'10" N., longitude 81°30'50" W.); within a 7-mile radius of NAS Jacksonville (latitude 30°14'10" N., longitude 81°40'40" W.); within an 8-mile radius of NAS Cecil Field (latitude 30°13'00" N., longitude 81°52'45" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the SW boundary of V-243W and the E boundary of V-157, thence SE via the SW boundary of V-243W, to and E along latitude 30°53'00" N., to and SW along the SE boundary of V-3E, to and clockwise along the arc of a 25-mile radius circle centered on the Jacksonville VORTAC, to and E along latitude 30°17'30" N. to longitude 81°01'30" W., thence to latitude 30°09'00" N., longitude 81°02'15" W., to latitude 29°54'00" N., longitude 81°02'15" W., thence W to latitude 29°58'20" N. and the W boundary of V-267, thence S via the W boundary of V-267 to latitude 29°44'00" N.. thence to latitude 29°44'00" N., longitude 82°04'45" W., to latitude 29°48'40" N., longitude 82°01'10" W., to latitude 29°56'20" N., longitude 82°15'25" W., to latitude 29°49'30" N. longitude 82°20'15" W., thence N via the E boundary of V-157 to the point of beginning; and that airspace extending upward from 2,000 feet above the surface bounded by a line beginning at latitude 30°53'00" N. and the SE boundary of V-3E, thence to latitude 30°53'00" N., longitude 80°59'55" W., to latitude 30°43'50" N., longitude 80°59'00" W., to latitude 30°17'30" N., longitude 81°01'30" W., thence W along latitude 30°17'30" N., to and counterclockwise along the arc of a 25-mile radius circle centered on the Jacksonville VORTAC, to and NE along the SE boundary of V-3E to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at latitude 29°44'00" N., and the W boundary of V-267, thence S via the W boundary of V-267, to and W along latitude 29°00'00" N., to and NW along the NE boundary of V-159 to latitude 29°29'45" N., longitude 82°15'25" W., thence to latitude 29°44'00" N., longitude 82°04'45" W., thence to the point of beginning.

Jacksonville, N. C.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the New River TACAN 236° radial, extending from the 5-mile radius control zone to 8 miles SW of the TACAN.

Jamestown, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Jamestown Municipal Airport (latitude 42° 09' 10" N., longitude 79° 15' 30" W.); within 2 miles each side of the Jamestown VOR 071° and 251° radials, extending from the 7-mile radius area to 8 miles NE of the VOR; and within 2 miles each side of the 060° bearing from the Jamestown Municipal Airport, extending from the 7-mile radius area to 12 miles NE of the airport.

Jamestown, N. Dak.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Jamestown Municipal Airport.

AMENDMENTS 2/2/67 31 F. R. 16127 (Rewitten)

Janesville, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.); and within 5 miles SE and 8 miles NW of the Janesville VOR 239° radial, extending from the 8-mile radius area to 12 miles SW of the VOR; and within 2 miles each side of the Janesville VOR 038° radial, extending from the 8-mile radius area to 20 miles NE of the VOR.

Jasper, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jasper County Airport (latitude 30°53'45" N., longitude 94°01'30" W.) and within 2 miles each side of the 359° bearing from the Jasper RBN extending from the 5-mile radius area to 8 miles north of the RBN; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 30°35'45" N., longitude 94°14'15" W. to latitude 30°46'20" N., longitude 94°19'15" W. to latitude 30°54'10" N., longitude 94°25'20" W. to and counterclockwise along the arc of a 25-mile radius circle centered at the Lufkin VORTAC to latitude 31°07'00" N., to latitude 31°08'00" N., longitude 94°02'00" W., to latitude 30°44'00" N., longitude 93°51'00" W., to point of beginning.

AMENDMENTS 8/17/67 32 F. R. 8709 (Added); Corr: 32 F. R. 10061 ; Corr: 32 F. R. 10644
AMENDMENTS 12/7/67 32 F. R. 13806 (Changed)

Jefferson, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Jackson County Airport (latitude 34°10'31" N., longitude 83°33'38" W).

AMENDMENTS 8/17/67 32 F. R. 8580 (Added)

Jefferson, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Jefferson Municipal Airport (latitude 42°00'30" N., longitude 94°20'30" W.), and within 8 miles NE and 5 miles SW of the 152° bearing from the Jefferson RBN, extending from the RBN to 12 miles SE; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 183° radial of the Fort Dodge, Iowa, VORTAC, extending from the Fort Dodge VORTAC, S to the Jefferson RBN; and within 5 miles each side of the 127° bearing from the Jefferson RBN, extending from the RBN SE to the W edge of V-13W and the N edge of V-172, excluding the Fort Dodge, Iowa, and Des Moines, Iowa, transition areas.

Jefferson, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°45'15" N., 80°46'25" W., of the Ashtabula-Jefferson Airport, Jefferson, Ohio; and within 2 miles each side of the Jefferson, Ohio, VOR 061° radial extending from the 5-mile radius area to 8 miles NE of the VOR.

AMENDMENTS 4/27/67 32 F. R. 3971 (Rewritten)

Jefferson City, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), within 2 miles each side of the Jefferson City VOR 308° radial extending from the 8-mile radius area to 8 miles NW of the VOR; and within 5 miles NE and 8 miles SW of the Jefferson City VOR 119° radial extending from the VOR to 12 miles SE.

Johns Island, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Johns Island Airport (latitude 32°42'00" N., longitude 80°00'00" W.), excluding that portion within the Charleston, S. C., 700-foot transition area.

AMENDMENTS 2/27/67 32 F. R. 3766 (Changed)

Johnson City, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Johnson City, Tex., airport (latitude 30°15'20" N., longitude 98°37'15" W.); and within 2 miles each side of the 175° bearing from the Johnson City RBN extending from the 7-mile radius area to 8 miles S of the RBN.

Johnston Island, Johnston Atoll

That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Johnston Island RBN.

Johnstown, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°18'55" N., 78°50'00" W. of Johnstown-Cambria County Airport, Johnstown, Pa.; within 2 miles each side of the Johnstown VOR 320° radial extending from the 7-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the Johnstown VOR 044° radial extending from the 7-mile radius area to 8 miles NE of the VOR; and within 5 miles NW and 8 miles SE of the Johnstown 215° radial extending from the VOR to 12 miles SW of the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 40°33'00" N., 79°32'00" W., to 40°55'00" N., 78°38'00" W. to 40°55'00" N., 78°28'00" W. to 40°44'06" N., 78°19'53" W. to 40°36'00" N., 77°55'00" W. to 40°10'00" N., 77°55'00" W. to 40°10'00" N., 77°37'00" W. to 39°50'00" N., 77°22'00" W. to 39°50'00" N., 77°47'00" W. to 39°30'00" N., 78°30'00" W. to 39°30'00" N., 78°58'00" W. to 39°25'00" N., 78°58'00" W. to 39°25'00" N., 79°20'00" W. to 40°02'00" N., 79°51'30" W. thence counterclockwise along a 37-mile arc of the Imperial, Pa., VOR to the point of beginning.

Jonesboro, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.), and within 2 miles each side of the 056° bearing from the airport, extending from the 5-mile radius area to 8 miles NE of the airport.

Joplin, Missouri

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Joplin ILS localizer NW course, extending from the arc of a 5-mile radius circle centered at the Joplin, Missouri, Municipal Airport (latitude 37°09'00" N., Longitude 94°29'50" W.), to 8 miles NW of the OM, and the airspace extending upward from 1200 feet above the surface within 8 miles NE and 6 miles SW of the Joplin ILS localizer NW and SE courses, extending from 12 miles NW to 31 miles SE of the OM, and within 5 miles each side of the Neosho VOR 345° radial extending north from the Neosho VOR to the Joplin ILS OM.

Junction,.Tex.
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the Junction VOR 330° radial, extending from the VOR to 13 miles NW; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Junction VOR 150° radial, extending from the VOR to 7 miles SE; and within 5 miles each side of the Junction VOR 150° radial, extending from 7 miles SE to 23 miles SE of the VOR.

Juneau, Alaska
That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Coghlan Island, Alaska, RBN; that airspace NW of Juneau bounded on the E by B-79, on the NW by B-38, and on the SW by a line 19 miles NE of and parallel to the 145° and 325° bearings from the Gustavus, Alaska, RR, and that airspace S of Juneau, extending from the 20-mile radius area, bounded on the NE by B-79, and on the SW by B-38, excluding the portion within the Gustavus, Alaska, transition area.

Juneau, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dodge County Airport (latitude 43°25'35" N., longitude 88°42'00" W.) and within 2 miles each side of the 195° bearing from Dodge County Airport, extending from the 5-mile radius area to 8 miles south of the airport.

AMENDMENTS 6/22/67 32 F. R. 6837 (Added)

Kahului, Hawaii
That airspace extending upward from 700 feet above the surface bounded on the SW by a line 2 miles SW of and parallel to the Maui VOR 331° radial, on the N by a 7-mile radius circle centered on the Kahului Airport (latitude 20° 54' 00" N., longitude 156° 26' 00" W.), on the SE by a line 2 miles SE of and parallel to the Maui VOR 061° radial, and on the S by the arc of a 5-mile radius circle centered on the Kahului Airport; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Kahului Airport, extending clockwise from V-6 NW of Kahului to V-6 NE of Kahului, and that airspace E of Kahului bounded on the N by a line 8 miles N of and parallel to the Maui VOR 080° radial on the S by V-6, extending from the 30-mile radius area to 45 miles E of the VOR.

Kailua, Kona, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kona Airport (latitude 19°38'49" N., longitude 156°00'45" W.), and within 2 miles each side of the Kona VORTAC 323° radial, extending from the 5-mile radius area to the INT of the Kona VORTAC 323° and Upolu Point VOR 207° radials; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by V-5W and the arc of a 5-mile radius circle centered on the Kona Airport, on the S by a line 5 miles S of and parallel to the Kona VORTAC 281° radial, and on the W by the arc of a 25-mile radius circle centered on the Kona VORTAC.

Kalispell, Mont.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Kalispell VOR 332° radial, extending from the arc of a 5-mile radius circle centered on Flathead County Airport (latitude 48°18'49" N., longitude 114°15'16" W.) to the VOR; and that airspace extending upward from 1200 feet above the surface within 5 miles E and 8 miles W of the Kalispell VOR 166° and 346° radials extending from 14 miles S to 7 miles N of the VOR.

Kamuela, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kamuela Airport (latitude 20°00'17" N, longitude 155°40'16" W.); within 2 miles each side of the Kamuela VOR 245° radial, extending from the 5-mile radius area to 6.5 miles SW of the Kamuela VOR, and within 2 miles each side of the Kamuela VOR 067° radial, extending from the 5-mile radius area to 11.5 miles NE of the Kamuela VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by V-16, on the W by V-11, on the S by V-3, and on the E by a line parallel to and 5 miles E of the Upolu Point, Hawaii, VOR 191° radial.

AMENDMENTS 3/30/67 32 F. R. 2442 (ADDED)

Kaneohe, Hawaii.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 21°23'15" N., longitude 157°46'30" W., thence counterclockwise along the arc of a 5-mile radius circle centered on MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.) to latitude 21°29'25" N., longitude 157°50'45" W., thence to latitude 21°32'45" N., longitude 157°51'20" W., thence clockwise along the arc of an 8-mile radius circle centered on MCAS Kaneohe to latitude 21°23'00" N., longitude 157°41'00" W., thence to point of beginning, and within 2 miles on each side of the MCAS Kaneohe TACAN 351° radial, extending from the 8-mile radius area to 12 miles N of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 21°32'45" N., longitude 157°51'20" W., thence to latitude 22°00'45" N., longitude 157°56'00" W., thence clockwise via the arc of a 40-mile radius circle centered on the MCAS Kaneohe TACAN to V-12, thence SW along the NW boundary of V-12 to latitude 21°23'00" N., longitude 157°39'50" W.; thence to latitude 21°23'00" N., longitude 157°41'00" W.; thence counterclockwise via the arc of an 8-mile radius circle centered on MCAS Kaneohe to the point of beginning.

Kankakee, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Greater Kankakee Airport (latitude 41°04'17" N., longitude 87°50'56" W.), and within 2 miles each side of the Peotone, Ill., VORTAC 192° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the 042° and 222° bearings from the Greater Kankakee Airport extending from the 5-mile radius area to 8 miles NE and SW of the airport.

Kansas City, Mo.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.), within 2 miles each side of the Riverside, Mo., VOR 018° radial and 2 miles W of the Kansas City ILS localizer N course, extending from the 10-mile radius area to 8 miles N of the OM; within an 8-mile radius of the Mid-Continent International Airport (latitude 39°18'05" N., longitude 94°43'36" W.), and within 2 miles each side of the Mid-Continent ILS localizer N and S courses, extending from the 8-mile radius area to 13 miles N of the airport and to 8 miles S of the Mid-Continent OM; within a 7-mile radius of the Sherman AAF (latitude 39°22'05" N., longitude 94°54'45" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the SE by the arc of a 42-mile radius circle centered on the Kansas City Municipal Airport, beginning at the W boundary of V-159 and extending counterclockwise to the S boundary of V-12 thence along the S boundary of V-12 to longitude 93°30'00" W., thence N along longitude 93°30'00" W. to SE boundary of V-10 thence direct to latitude 39°47'45" N., longitude 93°34'30" W., thence SW along the NW boundary of V-10 to the E boundary of V-161, thence W to latitude 39°44'00" N., longitude 94°43'20" W., thence SW to latitude 39°30'00" N., longitude 94°49'00" W., thence W along latitude 39°30'00" N., to the SW boundary of V-71 thence NW along the SW boundary of V-71 to longitude 95°09'00" W., thence S along longitude 95°09'00" W., to the SE boundary of V-10, thence NE along the SE boundary of V-10 to the arc of a 10-mile radius circle centered on the Kansas City Municipal Airport, thence counterclockwise to the W boundary of V-159, thence S along the W boundary of V-159 to the point of beginning; and that airspace extending upward from 5,000 feet MSL bounded on the W by longitude 93°30'00" W., on the S by V-4 on the E by V-424 on the N by V-116 and on the NW by V-206; and within an area bounded on the W by longitude 93°30'00" W., on S by V-116 on the E by V-206 and and on the N by V-10, and within an area bounded on the W by V-161 and the E by V-10 and on the N by V-50.

AMENDMENTS 6/22/67 32 F. R. 6555 (Changed)

Kearney, Nebr.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Kearney Municipal Airport (latitude 40°43'36" N., longitude 99°00'31" W.) and within 5 miles E and 8 miles W of the Kearney VOR 192° radial extending from the VOR to a point 12 miles S, and within 5 miles E and 8 miles W of the Kearney VOR 343° radial extending from the VOR to a point 12 miles N, and within 5 miles E and 8 miles W of the Kearney VOR 360° radial extending from the VOR to a point 18 miles N.

Keene, N. H.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 43°01'00" N., 72°27'00" W. to 43°01'00" N., 72°13'00" W. to 42°55'00" N., 72°00'00" W. to 42°51'30" N., 71°54'00" W. to 42°28'00" N., 71°54'00" W. to 42°28'00" N., 72°27'00" W. to the point of beginning excluding that portion within the Boston, Mass., transition area.

Kenai, Alaska

That airspace extending upward from 1,200 feet above the surface within 12 miles each side of the 227° bearing from the Kenai, Alaska, RR extending from the southwest boundary of the Anchorage, Alaska, 1,200-foot transition area to 29 miles SW of the RR.

Kenosha, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kenosha Municipal Airport (latitude 42°35'40" N., longitude 87°55'25" W.) and within 2 miles each side of the 332° bearing from Kenosha Municipal Airport extending from the 5-mile radius area to 8 miles northwest of the airport, excluding the portions designated as Chicago, Ill., and Milwaukee, Wis., transition areas.

AMENDMENTS 5/25/67 32 F. R. 5253 (Added)

Keokuk, Iowa

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Keokuk Municipal Airport (latitude 40° 27' 35" N., longitude 91° 25' 50" W.), within 2 miles each side of the 311° bearing from the Keokuk RBN (latitude 40° 27' 45" N., longitude 91° 26' 00" W.), extending from the 4-mile radius area to 8 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 311° bearing from the Keokuk RBN, extending from the RBN to 12 miles NW of the RBN, and within 5 miles each side of the 131° bearing from the Keokuk RBN, extending from the RBN to 12 miles SE of the RBN.

Key West, Fla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Key West (Boca Chica) (latitude 24°34'26" N., longitude 81°41'18" W.); within 2 miles each side of the 251° bearing from the Navy Key West UHF RBN, extending from the 7-mile radius area to 23 miles W of the UHF RBN; within 2 miles each side of the Navy Key West TACAN 246° radial, extending from the 7-mile radius area to 16 miles SW of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 25°04'05" N., longitude 81°58'15" W., thence clockwise along the arc of a 35-mile radius circle centered at the Key West VORTAC to latitude 24°08'50" N., longitude 82°04'35" W., to latitude 24°13'00" N., longitude 82°02'30" W., to latitude 24°13'00" N., longitude 82°21'00" W., to latitude 24°25'00" N., longitude 82°32'00" W., to latitude 24°45'00" N., longitude 82°32'00" W., to latitude 24°45'00" N., longitude 81°56'50" W., to latitude 24°49'00" N., longitude 81°55'00" W., to the point of beginning, including the airspace NE of Key West bounded on the N by B-19, on the E and S by V-3, and on the SW by the 35-mile radius circle, excluding that portion within W-465.

AMENDMENTS 2/27/67 32 F. R. 3766 (Changed)

Killeen, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hood AAF (latitude 31°08'15" N., longitude 97°42'50" W.), within a 7-mile radius of Robert Gray AAF (latitude 31°04'20" N., longitude 97°49'45" W.); within 8 miles W and 5 miles E of the Hood VOR 352° and 172° radials extending from 5 miles N to 12 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 30°48'00" N., longitude 97°39'00" W.; to latitude 30°48'00" N., longitude 98°03'00" W.; to latitude 30°33'30" N., longitude 98°31'30" W.; to latitude 31°13'00" N., longitude 98°38'00" W.; to latitude 31°23'31" N., longitude 97°47'45" W.; to latitude 31°22'33" N., longitude 97°42'45" W.; to latitude 31°20'48" N., longitude 97°40'32" W.; to latitude 31°19'37" N., longitude 97°40'32" W.; to latitude 31°13'45" N., longitude 97°32'35" W.; to latitude 31°06'06" N., longitude 97°32'42" W.; to latitude 30°57'00" N., longitude 97°36'00" W.; to point of beginning.

Kingman, Ariz.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kingman Municipal Airport (latitude 35°15'31" N., longitude 113°56'20" W.); within 2 miles each side of the Kingman VOR 025° radial, extending from the 5-mile radius area to 7 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 9 miles NW of the Kingman VOR 025° and 205° radials, extending from 38 miles NE to 13 miles SW of the VOR.

AMENDMENTS 2/2/67 31 F. R. 15798 (Added)

King Salmon, Alaska

That airspace extending upward from 700 feet above the surface within 2 miles each side of the King Salmon VORTAC 132° and 312° radials, extending from 15 miles SE of the VORTAC to 11 miles NW of the VORTAC; within a 9-mile radius of the King Salmon Airport (latitude 58°40'40" N.; longitude 156°38'55" W.) extending from the 226° bearing from the airport clockwise to the 055° bearing from the airport; and that airspace extending upward from 1,200 feet above the surface within a 24-mile radius of the King Salmon VORTAC; within 7 miles S and 9 miles N of the 068° radial, extending from the King Salmon VORTAC to 34 miles E; within a 37-mile radius of the King Salmon VORTAC, extending from the 105° radial clockwise to the SW boundary of Airway Blue 27; within 7 miles E and 10 miles W of the King Salmon VORTAC 186° radial, extending from the VORTAC to 28 miles S of the VORTAC; and within a 34-mile radius of the King Salmon LFR, extending from 5 miles S of the 281° bearing from the LFR clockwise to 5 miles NE of the 312° bearing from the LFR; and that airspace extending upward from 14,500 feet MSL outside the United States within a 172-mile radius of the King Salmon VORTAC. Federal airways, Control 1217, Control 1400, Control 1401, Control 1484, and the Anchorage Oceanic Control Area are excluded from the portion extending upward from 14,500 feet MSL.

AMENDMENTS 3/30/67 32 F. R. 487 (Changed); 4/27/67 32 F. R. 3048 (Rewritten)

PENDING AMENDMENT

The King Salmon, Alaska transition area is amended by deleting "Federal airways, Control 1217," and substituting therefor, "Federal airways, Control 1217, Control 1234,".

AMENDMENTS 12/7/67 32 F. R. 14891 (Changed); Eff: date changed 2/29/68 32 F. R. 16482

PENDING AMENDMENT

The King Salmon, Alaska, transition area is amended by deleting "and the Anchorage Oceanic Control Area."

AMENDMENTS 2/29/68 33 F. R. 11 (Changed)

Kingsville, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 7-mile radius area to 12 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 7-mile radius area to 12 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 7-mile radius area to 12 miles S of the TACAN.

AMENDMENTS 11/13/67 32 F. R. 16146 (Changed)

Kinston, N. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°37'05" W.); within 2 miles each side of the 046° radial of the Kinston VORTAC extending from the 5-mile radius area to 8 miles NE of the VORTAC; within 2 miles each side of the 225° radial of the Kinston VORTAC, extending from the 5-mile radius area to 11 miles SW of the VORTAC.

Kirksville, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kirksville Municipal Airport (latitude 40°05'45" N., longitude 92°32'50" W.), and within 2 miles each side of the Kirksville VORTAC 316° radial, extending from the 5-mile radius area to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 6 miles NE of the Kirksville VORTAC 316° and 136° radials, extending from 12 miles NW to 12 miles SE of the VORTAC.

Klamath Falls, Oreg.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Klamath Falls VORTAC and within 5 miles east and 8 miles west of the Klamath Falls ILS localizer south course extending from the 15-mile radius area to 12 miles south of the RBN; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Klamath Falls VORTAC; that airspace extending upward from 7,500 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 095° radial to a line 5 miles E of and parallel to the VORTAC 165° radial, and within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 245° to the 295° radials; that airspace extending upward from 9,000 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC extending clockwise from the VORTAC 320° to the 095° radials; that airspace extending upward from 9,500 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from a line 5 miles E of and parallel to the VORTAC 165° radial to the 245° radial; and that airspace extending upward from 11,000 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 295° to the 320° radials.

AMENDMENTS 3/2/67 32 F. R. 50 (Changed); 1/4/68 32 F. R. 15095 (Changed)

Knoxville, Tenn.

That airspace extending upward from 700 feet above the surface within a 21-mile radius of McGhee-Tyson Airport, Knoxville, Tenn. (latitude 35°48'40" N., longitude 83°59'35" W.), within the area NW of Knoxville extending from the 21-mile radius area bounded on the SW by a line 5 miles S of and parallel to the Knoxville VORTAC 290° radial, on the NW by the arc of a 27-mile radius circle centered on the McGhee-Tyson Airport, and on the NE by a line 5 miles SW of and parallel to the Knoxville VORTAC 321° radial; and that airspace extending upward from 1,200 feet above the surface within the area NE of Knoxville bounded on the NW by V-97 E alternate, on the NW by a line extending from the E boundary of V-97E through latitude 36°35'50" N., longitude 83°36'00" W., to latitude 36°33'10" N., longitude 83°28'00" W., to latitude 36°36'10" N., longitude 83°25'25" W., through latitude 36°29'00" N., longitude 83°11'15" W., to the NW boundary of V-16 N alternate, and on the SE by V-16N; within the area W and SW of Knoxville bounded by a line beginning at latitude 36°10'35" N., longitude 84°31'40" W., thence clockwise along the arc of a 40-mile radius circle centered on the Knoxville VORTAC to the W boundary of V-97, thence S along V-97 to V-54, thence W along V-54 to V-51, thence N along V-51 to a line 16 miles NW of and parallel to the Chattanooga, Tenn., VORTAC 037° radial, thence NE along this line to a line 8 miles NE of and parallel to the Crossville VORTAC 154° and 334° radials, thence NW along this line to latitude 35°54'35" N., longitude 84°53'50" W., thence to latitude 36°14'00" N., longitude 84°41'40" W., thence to the point of beginning; and that airspace extending upward from 7,500 feet MSL within the area S of Knoxville bounded on the E by V-267, on the S by latitude 35°12'00" N., and on the W by V-97.

Kodiak, Alaska

That airspace extending upward from 1,200 feet above the surface within a 29-mile radius of Navy Station Kodiak Airport latitude 57°44'50" N., longitude 152°29'40" W.), extending clockwise from the 085° bearing to the 040° bearing from the airport; within a 35-mile radius of Navy Station Kodiak Airport, extending clockwise from the 040° bearing to the 085° bearing from the airport; and that airspace extending upward from 14,500 feet MSL within 16 miles S and 25 miles N of the Kodiak TACAN 094° radial; extending from 8 miles E of the TACAN to 58 miles E of the TACAN, excluding the King Salmon, Alaska, transition area.

AMENDMENTS 3/30/67 32 F. R. 487 (Added)

Kwajalein Island, Marshall Islands

That airspace extending upward from 700 feet above the surface within a 12-nmi radius of the Kwajalein TACAN; and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Kwajalein TACAN.

Laconia, N. H.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°34'30" N., 71°25'25" W. of Laconia Airport, Laconia, N. H.; within 2 miles each side of the 251° bearing from the Laconia RBN extending from the 5-mile radius area to 8 miles SW of the RBN.

AMENDMENTS 4/27/67 32 F. R. 3767 (Changed)

La Crosse, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15'21" W.), and within 2 miles each side of the La Crosse VOR 185° radial extending from the 9-mile radius area to 15 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the La Crosse VOR 185° radial extending from the VOR to 18 miles S of the VOR, within 8 miles SW and 5 miles NE of the La Crosse VOR 322° radial extending from the VOR to 12 miles NW of the VOR, and within 8 miles SW and 5 miles NE of the 305° bearing from the La Crosse RBN extending from the RBN to 12 miles NW of the RBN.

Lafayette, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Purdue University Airport, Lafayette, Ind. (latitude 40°24'45" N., longitude 86°56'10" W.); within 2 miles each side of the Purdue University ILS W course, extending from the 6-mile radius area to 8 miles W of the OM; within a 5-mile radius of Halsmer Airport, Lafayette, Ind. (latitude 40°23'35" N., longitude 86°48'25" W.); within 2 miles each side of the Lafayette VORTAC 129° radial, extending from the 5-mile radius area to 6 miles SE of the Halsmer Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 86°33'00" W., on the S by latitude 40°07'00" N., on the W by longitude 87°23'00" W., and on the N by latitude 40°45'00" N.

Lafayette, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of latitude 30°02'15" N., longitude 91°53'00" W., within 2 miles each side of the Lafayette VOR 139° radial extending from the 5-mile radius area to the VOR, within 2 miles each side of the Lafayette ILS localizer north course extending from the OM to 1 mile S, within 2 miles each side of the Lafayette ILS localizer S course extending from the arc of a 5-mile radius circle centered on the Lafayette Airport (latitude 30°12'00" N., longitude 91°59'40" W.) to 14 miles S of the airport, and within 2 miles each side of the Lafayette VOR 172° radial extending from the VOR to 8 miles south; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 30°46'20" N., longitude 91°50'40" W., to latitude 30°07'40" N., longitude 91°36'45" W., to latitude 30°13'00" N., longitude 90°57'00" W., to latitude 29°53'00" N., longitude 91°00'00" W., to latitude 29°47'00" N., longitude 91°11'00" W., to latitude 29°36'00" N., longitude 91°11'00" W., thence west via latitude 29°36'00" N., to and clockwise along the arc of a 35-mile radius circle centered at latitude 30°02'15" N., longitude 91°53'00" W., to latitude 29°56'00" N., thence north to latitude 30°32'00" N., longitude 92°15'00" W., to point of beginning; within 8 miles north and 5 miles south of the White Lake VOR 090° and 270° radials extending from 7 miles west to 13 miles east of the VOR, and within 8 miles south and 5 miles north of the White Lake VOR 091° and 271° radials extending from 7 miles east to 13 miles west of the VOR.

PENDING AMENDMENT

The Lafayette, La., transition area is amended by deleting "to and clockwise along the arc of a 35-mile radius circle centered at latitude 30°02'15" N., longitude 91°53'00" W., to latitude 29°56'00" N., thence north to latitude 30°32'00" N., longitude 92°15'00" W., to point of beginning; within 8 miles north and 5 miles south of the White Lake VOR 090° and 270° radials extending from 7 miles west to 13 miles east of the VOR, and within 8 miles south and 5 miles north of the White Lake VOR 091° and 271° radials extending from 7 miles east to 13 miles west of the VOR," and substituting therefor, "to and clockwise along the arc of a 35-mile radius circle centered at latitude 30°02'15" N., longitude 91°53'00" W., to latitude 29°33'00" N., thence west via latitude 29°33'00" N., to longitude 92°36'00" W., thence north to latitude 30°04'00" N., longitude 92°36'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to latitude 30°32'00" N., longitude 92°15'00" W., to point of beginning.

AMENDMENTS 2/1/68 32 F. R. 16202 (Changed)

LaGrange, Ga.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Callaway Airport, LaGrange, Ga. (latitude 33°00'30" N., longitude 85°04'30" W.) and within 2 miles each side of the LaGrange VOR 110° radial, extending from the 4-mile radius zone to the VOR.

La Grange, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rocky Creek Ranch Airport (latitude 29°55'30" N., longitude 96°48'12" W.) and within 2 miles each side of the Industry VOR 262° radial extending from the 5-mile radius area to the VOR.

Lake Charles, La.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of East Lake Charles Airport (latitude 30°13'25" N., longitude 93°08'55" W.), within 2 miles each side of the Lake Charles VORTAC 339° radial extending from the 4-mile radius area to the VORTAC, and within 2 miles each side of the Lake Charles ILS localizer NW course extending from the OM to 8 miles NW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°37'00" N., longitude 92°50'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to latitude 29°45'30" N., longitude 93°00'00" W., thence W via latitude 29°45'30" N., to and counterclockwise along the arc of a 25-mile radiu circle centered at latitude 29° 54'40" N., longitude 94°02'40" W., to longitude 93°57'00" W., thence to point of beginning.

PENDING AMENDMENT

The Lake Charles, La., transition area is amended by deleting "a line beginning at latitude 30°37'00" N., longitude 92°50'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to latitude 29°45'30" N., longitude 93°00'00" W., thence west via latitude 29°45'30" N., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., to longitude 93°57'00" W., thence to point of beginning," and substituting therefor "a line beginning at latitude 30°37'00" N., longitude 92°50'00" W., to latitude 30°24'00" N., longitude 92°26'00" W., to latitude 30°04'00" N., longitude 92°36'00" W., to latitude 29°35'00" N., longitude 92°36'00" W., thence west via latitude 29°35'00" N., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., to longitude 93°57'00" W., thence to point of beginning.

AMENDMENTS 2/1/68 32 F. R. 16202 (Changed)

Lake City, Mich.

That airspace extending upward from 1,200 feet above the surface within 6 miles SW and 10 miles NE of the Traverse City, Mich., VOR 136° radial, extending from 8 miles NW to 19 miles SE of the INT of the Traverse City VOR 136° radial and the White Cloud, Mich., VOR 033° radial.

Lake Jackson, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brazoria County Airport

(latitude 29°02'15" N., longitude 95°27'20" W.); within 2 miles each side of the Lake Jackson VOR 343° radial extending from the 5-mile radius area to 8 miles NW of the VOR, and within 2 miles each side of the Lake Jackson VOR 158° radial extending from the 5-mile radius area to 8 miles SE of the VOR.

AMENDMENTS 11/13/67 32 F. R. 16202 (Changed)

Lakeland, Fla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lakeland Airport, Lakeland, Fla. (latitude 27°59'17" N., longitude 82°00'56" W.); within 5 miles northwest and 8 miles southeast of the Lakeland VORTAC 233° radial extending from the 5-mile radius area to 12 miles SW of the VORTAC.

Lake Placid, Fla.

That airspace extending upward from 1,200 feet above the surface bounded on the E by V-267, on the SE by V-225, on the SW by V-157, on the NW by a line extending from the E boundary of V-157 and latitude 27°14'10" N., to latitude 27°22'00" N., longitude 81°08'00" W., to latitude 27°45'00" N., longitude 81°08'00" W., and on the N by latitude 27°45'00" N.

Lamar, Colo.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Lamar Airport (latitude 38°04'10" N., longitude 102°41'25" W.) and within 2 miles each side of the Lamar VOR 180° and 360° radials, extending from the 6-mile radius area to 8 miles N of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles W and 6 miles E of the Lamar VOR 180° and 360° radials, extending from 15 miles S to 13 miles N of the VOR.

Lanai, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lanai Airport (latitude 20°47'30" N., longitude 156°57'00" W.).

Lancaster, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°07'16" N., 76°17'47" W. of Lancaster Airport, Lancaster, Pa., and within 5 miles SW and 8 miles NE of the Lancaster VOR 128° radial extending from the VOR to 12 miles SE; within 5 miles N and 8 miles S of the Lancaster VOR 260° radial extending from the VOR to 12 miles W; within 2 miles each side of the Lancaster VOR 045° radial extending from the 7-mile radius area to 8 miles NE, excluding the portion coinciding with the Harrisburg, Pa., 700-foot transition area.

Land O'Lakes, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Land O'Lakes Municipal Airport (latitude 46°09'15" N., longitude 89°12'40" W.); and within 8 miles SW and 5 miles NE of the 311° bearing from the Land O'Lakes Airport, extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 4 nm each side of the Rhinelander, Wis., VOR 018° radial, extending from the arc of a 12-mile radius circle centered on the Rhinelander VOR to the Land O'Lakes Airport.

Lansing, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.), within 2 miles each side of the Lansing ILS localizer W course, extending from the 7-mile radius area to 8 miles W of the INT of the Lansing ILS localizer W course and the Lansing VOR 358° radial, and within 2 miles each side of the Lansing ILS localizer E course, extending from the 7-mile radius area to 14 miles E of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 43°16'00" N., on the E by longitude 84°05'00" W., on the S by a line beginning at latitude 42°30'00" N., longitude 84°05'00" W., to latitude 42°30'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 85°15'00" W., and on the W by longitude 85°15'00" W.; and within the area bounded on the N by V-216, on the E by longitude 84°25'00" W., on the S by latitude 43°16'00" N., and on the W by longitude 85°02'00" W.

Lapeer, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dupont-Lapeer Airport (latitude 43°04'10" N., longitude 83°16'15" W.); and within 2 miles each side of the Flint, Mich., VORTAC 074° radial extending from the 5-mile radius area to 18 miles east of the VORTAC.

AMENDMENTS 5/25/67 32 F. R. 5253 (Added)

Laramie, Wyo.

That airspace extending upward from 1,200 feet above the surface within 6 miles W and 10 miles E of the Laramie VOR 332° and 152° radials, extending from 12 miles NW to 8 miles SE of the VOR.

Laredo, Tex.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Laredo AFB (latitude 27°32'35" N., longitude 99°27'40" W.); within 2 miles each side of the Laredo VORTAC 147° radial extending from the 9-mile radius area to 12 miles SE of the VORTAC, and within 2 miles each side of the 327° bearing from latitude 27°35'22" N., longitude 99°29'54" W., extending from the 9-mile radius area to 12 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by the arc of a 35-mile radius circle centered on the Laredo RBN; excluding that portion outside the United States; and that airspace extending upward from 4,500 feet MSL within an area bounded by a line beginning at latitude 27°44'00" N., longitude 98°27'00" W.; to latitude 28°07'00" N., longitude 98°27'00" W.; to latitude 28°05'00" N., longitude 98°48'00" W.; to latitude 28°06'00" N., longitude 99°08'00" W.; to latitude 28°08'20" N., longitude 99°18'20" W.; to latitude 28°32'00" N., longitude 99°28'00" W.; to latitude 28°52'00" N., longitude 99°25'00" W.; to latitude 28°20'00" N., at the United States-Mexico border; thence SE along the United States-Mexico border to the NW portion of the arc of a 35-mile radius circle centered at the Laredo RBN; thence clockwise along this arc to latitude 27°39'10" N., to point of beginning, excluding the portion extending upward from 4,500 feet MSL within Federal Airways.

Las Vegas, Nev.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 36°11'00" N., longitude 115°28'00" W., to latitude 36°11'00" N., longitude 115°11'00" W., to latitude 36°24'00" N., longitude 115°00'00" W., to latitude 36°18'00" N., longitude 114°51'00" W., to latitude 36°00'00" N., longitude 114°50'00" W., to latitude 35°52'00" N., longitude 115°11'00" W., to latitude 35°52'00" N., longitude 115°28'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°16'00" N., longitude 116°08'00" W., to latitude 36°16'00" N., longitude 115°32'00" W., to latitude 36°58'00" N., longitude 114°41'00" W., to latitude 36°58'00" N., longitude 114°07'00" W., to latitude 36°47'00" N., longitude 113°59'00" W., to latitude 36°44'00" N., longitude 114°05'00" W., to latitude 36°25'00" N., longitude 114°05'00" W., to latitude 36°19'00" N., longitude 114°14'00" W., to latitude 35°39'00" N., longitude 114°14'00" W., to latitude 35°39'00" N., longitude 114°57'00" W., to latitude 35°30'00" N., longitude 115°02'00" W., to latitude 35°00'00" N., longitude 115°02'00" W., to latitude 35°00'00" N., longitude 115°24'00" W., to latitude 35°14'00" N., longitude 115°24'00" W., to latitude 35°14'00" N., longitude 115°50'00" W., to latitude 35°36'00" N., longitude 115°50'00" W., to latitude 36°06'00" N., longitude 116°18'00" W., to latitude 36°13'00" N., longitude 116°18'00" W., thence to point of beginning; that airspace extending upward from 9,000 feet MSL within 5 miles each side of the Boulder, Nev., VORTAC 085° radial, extending from longitude 114°14'00" W., to 65 miles east of the VORTAC; and that airspace extending upward from 9,500 feet MSL within 5 miles each side of the Boulder VORTAC 049° radial extending from longitude 114°05'00" W., to 81 miles northeast of the VORTAC.

Las Vegas, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.)and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Las Vegas VORTAC 035° and 215° radials, extending from 23 miles NE to 14 miles SW of the VORTAC.

Latrobe, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°16'35" N., 79°23'56" W. of Westmoreland-Latrobe Airport, Latrobe, Pa., and within 2 miles each side of the Latrobe VOR 014° radial extending from the 5-mile radius area to 8 miles N of the VOR.

Laurel, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Laurel Municipal Airport (latitude 31° 40' 10" N., longitude 89° 10' 20" W.); within 8 miles SW and 5 miles NE of the Laurel VOR 330° radial extending from the VOR to 12 miles NW.

Lawrence, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lawrence Municipal Airport (latitude 39°00'35" N., longitude 95°13'00" W.); and within 2 miles each side of the Topeka, Kans., VORTAC 117° radial extending from the 5-mile radius area to 13 miles southeast of the VORTAC.

AMENDMENTS 10/12/67 32 F. R. 12113 (Added)

Lawrenceville, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gwinnett County Airport (latitude 33°58'53" N., longitude 83°57'50" W.); within 2 miles each side of the Norcross VORTAC 077° radial, extending from the 6-mile radius area to the VORTAC.

AMENDMENTS 4/1/67 32 F. R. 5497 (Rewritten)

Lawrenceville, Va.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 36°46'20" N., 77°47'45" W., of Lawrenceville Municipal Airport, Lawrenceville, Va.; and within 2 miles each side of the Lawrenceville, Va., VOR 118° radial extending from the 4-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset daily.

Lawton, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawton Municipal Airport (latitude 34°34'15" N., longitude 98°24'55" W.), within 8 miles W and 5 miles E of the Lawton VOR 357° and 177° radials, extending from 5 miles N to 12 miles S of the VOR, and within 2 miles each side of the 180° bearing from the Fort Sill RBn extending from the 7-mile radius area to the RBn; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°21'00" N., longitude 98°46'00" W., to latitude 34°42'00" N., longitude 98°46'00" W., to latitude 34°58'00" N., longitude 98°33'00" W., thence E via latitude 34°58'00" N., to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W., to longitude 97°25'00" W., thence S via longitude 97°25'00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at the Ardmore Municipal Airport, Ardmore, Okla. (latitude 34°18'00" N., longitude 97°00'50" W.), to latitude 34°10'00" N., thence W via this latitude, to latitude 34°10'00" N., longitude 97°49'00" W., to point of beginning, excluding the portion within R-5601A.

Lebanon, N. H.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 43°47'35" N., 72°18'10" W. of Lebanon Regional Airport, Lebanon, N. H., extending clockwise from the 210° to the 030° bearing from the airport and within a 15-mile radius of Lebanon Regional Airport extending clockwise from the 030° to the 210° bearing from the airport.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 43°11'00" N., 72°39'00" W. to 43°47'00" N., 72°39'00" W. to 43°55'00" N., 72°16'00" W. to 43°43'00" N., 71°50'00" W. to 43°35'00" N., 71°55'00" W. to 42°55'00" N., 72°00'00" W. to 43°05'00" N., 72°13'00" W. to the point of beginning.

Leesburg, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°04'45" N., 77°33'26" W., of Leesburg Municipal (Godfrey) Airport and within 2 miles each side of a bearing 079° from the Poolesville, Md., RBN extending from the 6-mile radius area to 8 miles east of the RBN, excluding the portion within the Washington, D. C., transition area.

Lemoore, Calif.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the NAS Lemoore TACAN; and that airspace extending upward from 1,200 feet above the surface bounded on the E by a line extending from latitude 36° 46' 00" N., longitude 120° 03' 50" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., to latitude 36° 37' 00" N., longitude 119° 44' 10" W., thence S along the W boundary of V-23 to longitude 119° 30' 00" W., thence to latitude 35° 43' 50" N., longitude 119° 30' 00" W., on the S by latitude 35° 43' 50" N., on the W by V-485 S of the Priest, Calif., VOR and V-113 N of the Priest VOR, and on the N by V-230.

Lewiston, Idaho

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lewiston, Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.) and within 2 miles either side of the Lewiston VOR 266° radial extending from the 5-mile radius area to the VOR, including the airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Lewiston VOR 075° radial extending from the VOR to 12 miles NE of the VOR.

PENDING AMENDMENT

Lewiston, Idaho

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lewiston Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.), and within 2 miles either side of the Lewiston VOR 266° radial extending from the 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles northwest and 5 miles southeast of the Lewiston VOR 065° radial extending from the VOR to 12 miles northeast of the VOR, and within 5 miles either side of the Lewiston VOR 266° radial extending from 7 to 15 miles west of the VOR.

AMENDMENTS 2/1/68 32 F. R. 17851 (Rewritten)

Lewistown, Mont.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lewistown Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.); and within 2 miles each side of the Lewistown VOR 104° and 289° radials extending from 19 miles E to 8 miles W of the VOR; and that airspace extending upward from 1200 feet above the surface within 5 miles N and 8 miles S of the Lewistown VOR 109° and 289° radials extending from 7 miles E to 13 miles W of the VOR and within the area W of the Lewistown VOR bounded on the S by a line 5 miles S and parallel to the Lewistown VOR 259° radial, on the W by the arc of a 30-mile radius circle centered on the Lewistown VOR and on the N by a line 5 miles N of and parallel to the Lewistown VOR 289° radial.

Lexington, Ky.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 38°02'10" N., 84°36'15" W. of Blue Grass Field, Lexington, Ky., and within 2 miles each side of the Lexington Blue Grass ILS localizer NE course extending from the 7-mile radius area to 13 miles NE of the localizer; within 5 miles SE and 8 miles NW of the Lexington Blue Grass ILS SW course extending from the Lexington RBN to 12 miles SW of the RBN and within 2 miles each side of the Lexington VORTAC 304° radial extending from the 7-mile radius area to the VORTAC.

That airspace extending upwards from 1,200 feet above the surface beginning at: 38°24'00" N., 85°00'00" W. to 38°20'00" N., 84°30'00" W. to 38°30'00" N., 83°59'00" W. to 38°30'00" N., 83°18'00" W. to 38°00'00" N., 82°55'00" W. to 37°56'00" N., 83°40'00" W. to 37°39'00" N., 83°40'00" W. to 37°30'00" N., 83°46'00" W. to 37°24'00" N., 84°00'00" W. to 37°25'00" N., 85°00'00" W. to point of beginning.

Lexington, Tenn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Franklin Wilkins Airport (latitude 35°39'07" N., longitude 88°22'47" W.); within 2 miles each side of the Jacks Creek VOR 165° radial extending from the 5-mile radius area to 8 miles SE of the VOR; and the airspace extending upward from 1200 feet above the surface within 5 miles W and 8 miles E of the Jacks Creek VOR 345° and 165° radials extending 4 miles NW and 12 miles SE of the VOR.

Liberal, Kans.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Liberal Municipal Airport (latitude 37°02'35" N., longitude 100°57'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Liberal Municipal Airport.

AMENDMENTS 3/30/67 32 F. R. 2368 (Rewritten)

Liberty, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Liberty Air Service Airport (latitude 30°04'30" N., longitude 94°41'50" W.); and within 2 miles each side of Daisetta VOR 203° radial extending from the 5-mile radius area to the VOR.

Lihue, Hawaii

That airspace extending upward from 700 feet above the surface within the area bounded on the NW by a line 5 miles NW of and parallel to the Lihue VOR 041° radial, on the NE by the arc of a 7-mile radius circle centered on the Lihue Airport (latitude 21° 59' 00" N., longitude 159° 21' 00" W.), on the SE by a line 2 miles NE of and parallel to the Lihue VOR 130° radial, and on the SW by the arc of a 5-mile radius circle centered on Lihue Airport; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Lihue VOR, extending from the 7-mile radius area clockwise from a line 5 miles NW of and parallel to the Lihue VOR 041° radial to V-2.

Lima, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°42'31" N., 84°01'37" W. of Allen County Airport, Lima, Ohio; within 2 miles each side of the Lima VOR 090° radial extending from the 6-mile radius area to 8 miles east of the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 40°30'00" N., 83°10'00" W. to 40°30'00" N., 83°50'00" W. to 40°29'00" N., 84°14'00" W., to 40°32'00" N., 84°30'00" W. to 40°51'00" N., 84°30'00" W., 40°51'00" N., 84°00'00" W., to 40°50'00" N., 83°30'00" W. to the point of beginning.

Lincoln, Nebr.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Lincoln Airport (latitude 40°50'45" N., longitude 96°45'20" W.) and within the area bounded by a line 5 miles west of and parallel to the Lincoln ILS localizer south course clockwise along a 17-mile arc centered on the Lincoln Airport to a line 2 miles east of and parallel to the Lincoln VORTAC 015° radial, within 5 miles west and 9 miles east of the Lincoln ILS localizer south course extending from the 9-mile radius to 13 miles south of the ILS OM; and that airspace extending upward from 1,200 feet above the surface bounded on the east by longitude 96°23'00" W., on the south by the north edge of V-216, on the west by longitude 97°02'00" W., a 29-mile arc centered on the Lincoln Airport and a line 8 miles NW of and parallel to the Lincoln VORTAC 040° radial, and on the northeast by a 30-mile arc centered on the Lincoln VORTAC and the area within 6 miles S and 5 miles N of the Lincoln VORTAC 267° radial extending from the 29-mile arc to 34 miles W of the VORTAC.

Little Rock, Ark.

That airspace extending upward from 700 feet above the surface within an area beginning at latitude 34°28'00" N., longitude 92°22'00" W., to latitude 34°28'00" N., longitude 92°32'00" W., to latitude 34°37'00" N., longitude 92°33'00" W., to latitude 35°06'00" N., longitude 92°18'00" W., to latitude 35°06'00" N., longitude 91°58'00" W., to latitude 34°47'00" N., longitude 91°56'00" W., to latitude 34°31'00" N., longitude 92°01'00" W., to point of beginning, and within 2 miles each side of the Little Rock VORTAC 137° radial, extending from the VORTAC to the north boundary of the Pine Bluff, Ark., transition area; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 34°26'00" N., longitude 93°31'00" W., to latitude 35°00'00" N., longitude 93°13'00" W., to latitude 35°28'00" N., longitude 92°25'00" W., to latitude 35°23'00" N., longitude 91°34'00" W., to latitude 34°46'00" N., longitude 91°15'00" W. to latitude 33°51'00" N., longitude 91°48'00" W., to latitude 34°17'00" N., longitude 93°26'00" W. to point of beginning, including the airspace bounded on the N by V-54, on the S by V-16, and on the W by a line through latitude 34°46'00" N., longitude 91°15'00" W and latitude 33°51'00" N., longitude 91°48'00" W; and that airspace extending upward from 5,000 feet MSL within an area bounded by a line beginning at latitude 35°00'00" N, longitude 93°13'00" W., to latitude 35°44'00" N., longitude 92°57'00" W., to latitude 35°59'00" N., longitude 92°00'00" W., to latitude 35°33'00" N., longitude 91°32'00" W., to latitude 35°23'00" N., longitude 91°34'00" W., to latitude 35°28'00" N., longitude 92°25'00" W., to point of beginning; excluding the portion extending upward from 5,000 feet MSL that lies within federal airways and excluding the Batesville, Ark., transition area.

AMENDMENTS 6/22/67 32 F. R. 5677 (Changed); 12/7/67 32 F. R. 13453 (Changed)

Livingston, Mont.

That airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Livingston VORTAC 150° and 330° radials, extending from 7 miles SE to 14 miles NW of the VORTAC; and within a 12-mile radius of the Livingston VORTAC, extending from the 261° VORTAC radial clockwise to the 085° VORTAC radial.

PENDING AMENDMENT

Logan, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Logan-Cache Airport (latitude 41°47'09" N., longitude 111°50'53" W.); that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-4, on the east by longitude 111°40'30" W., on the south by the north edge of V-288, on the west by the east edge of V-21; and that airspace extending upward from 10,500 feet MSL bounded on the northeast by the southwest edge of V-4S, on the west by longitude 111°40'30" W., and on the south by the north edge of V-288.

AMENDMENTS 2/29/68 32 F. R. 20947 (Added)

London, Ky.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 37°05'20" N., 84°04'27" W. of Corbin-London Memorial Airport, London, Ky., and within 2 miles each side of the London VOR 205° radial extending from the 8-mile radius area to 8 miles SW of the VOR.

That airspace extending upward from 1200 feet above the surface bounded by a line beginning at 36°50'00" N., 84°18'00" W. to 37°13'00" N., 84°18'00" W. to 37°13'00" N., 83°52'00" W. to 36°50'00" N., 83°52'00" W. to the point of beginning.

Lone Rock, Wis.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lone Rock VORTAC 089° and 269° radials, extending from 9 miles E to 20 miles W of the VORTAC.

Lone Star, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lone Star Airport (latitude 32°55'40" N., longitude 94°44'50" W.); and within 2 miles each side of the 316° bearing from the Lone Star RBN, extending from the 5-mile radius area to 8 miles NW of the RBN.

Longview, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gregg County Airport, Longview, Tex. (latitude 32°23'05" N., longitude 94°42'45" W.); within 2 miles each side of the Gregg County ILS localizer NW course, extending from the 6-mile radius area to 8 miles NW of the OM, within 2 miles each side of the Gregg County ILS localizer SE course, extending from the 6-mile radius area to 14 miles SE of the airport, and within 2 miles each side of the Gregg County VOR 313° radial extending from the 6-mile radius area to 8 miles NW of the VOR.

Los Angeles, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°05'00" N., longitude 118°33'00" W.; to latitude 34°05'00" N., longitude 118°15'00" W.; to latitude 34°00'00" N., longitude 118°15'00" W.; to latitude 34°00'00" N., longitude 118°07'00" W.; to latitude 33°56'00" N., longitude 118°07'00" W.; to latitude 33°56'00" N., longitude 117°53'00" W.; to latitude 33°46'00" N., longitude 117°45'00" W.; to latitude 33°39'00" N., longitude 117°30'00" W.; to latitude 33°30'00" N., longitude 117°30'00" W.; to latitude 33°30'00" N., longitude 117°45'00" W.; to latitude 33°45'00" N., longitude 118°15'00" W.; to latitude 33°45'00" N., longitude 118°22'00" W.; to latitude 33°53'00" N., longitude 118°33'00" W.; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°00'00" N., longitude 119°05'00" W.; to latitude 34°00'00" N., longitude 118°33'00" W.; to latitude 33°53'00" N., longitude 118°33'00" W.; to latitude 33°45'00" N., longitude 118°22'00" W.; to latitude 33°45'00" N., longitude 118°15'00" W.; to latitude 33°30'00" N., longitude 117°45'00" W.; to latitude 33°30'00" N., longitude 118°34'00" W.; to latitude 33°28'30" N., longitude 118°34'00" W.; to latitude 33°28'30" N., longitude 119°07'00" W.; to latitude 33°52'03" N., longitude 119°06'59" W.; thence to point of beginning.

Louisville, Ky.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 38°10'33" N., 85°44'12" W. of Standiford Field, Louisville, Ky., within 5 miles E and 8 miles W of the Standiford ILS localizer S course extending from the 12-mile radius area to 12 miles S of the OM; within a 6-mile radius of the center, 37°54'25" N., 85°58'15" W. of Godman AAF, Fort Knox, Ky., within 5 miles E and 8 miles W of the 167° radial of the Fort Knox VOR (37°54'27" N., 85°58'23" W.) extending from the VOR to 12 miles S of the VOR; within 2 miles each side of the 326° radial of the Fort Knox VOR extending from the 6-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the 354° bearing from the Fort Knox RBN extending from the 6 mile radius area to 8 miles N of the RBN; within 2 miles each side of the Fort Knox VOR 005° radial extending from the 6-mile radius area to 8 miles N of the VOR.

That airspace extending upward from 1,200 feet above the surface beginning at 37°26'00" N., 86°30'00" W. to 38°57'00" N., 86°30'00" W. to 38°57'00" N., 86°06'00" W. to 39°10'00" N., 86°06'00" W. to 39°10'00" N., 85°39'00" W. to 39°12'00" N., 85°30'00" W. to 38°26'00" N., 85°15'00" W. to 38°24'00" N., 85°00'00" W. to 37°25'00" N., 85°00'00" W. to 37°05'00" N., 85°11'00" W. to 37°00'00" N., 85°34'00" W. to 37°32'00" N., 85°45'00" W.; to point of beginning.

Lovelock, Nev.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lovelock VORTAC 068° and 248° radials, extending from 20 miles E to 7 miles W of the VORTAC, and within 7 miles NW and 10 miles SE of the Lovelock VORTAC 058° and 238° radials, extending from 20 miles SW to 7 miles NE of the VORTAC.

Lubbock, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 33°42'15" N., longitude 101°54'45" W.; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 34°40'00" N., longitude 102°18'00" W., to latitude 34°40'00" N., longitude 100°45'00" W., to latitude 34°05'00" N., longitude 100°17'00" W.; to latitude 33°43'00" N., longitude 100°49'00" W.; to latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 33°11'00" N., longitude 101°07'00" W.; to latitude 32°59'00" N., longitude 102°43'30" W.; to latitude 33°09'30" N., longitude 103°01'00" W.; to latitude 33°30'00" N., longitude 103°30'00" W.; to latitude 34°22'00" N., longitude 102°22'00" W.; to point of beginning; excluding that airspace within the Childress, Tex., transition area.

Lucin, Utah
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lucin VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Lufkin, Tex.
That airspace extending upward from 700 feet above the surface within 8 miles E and 5 miles W of the Lufkin VOR 157° radial, extending from the VOR to 12 miles SE; within 5 miles each side of the Lufkin VOR 337° radial extending from the VOR to 5 miles NW, and that airspace extending upward from 1,200 feet above the surface within a 25 miles radius of the Lufkin VOR.

Lumberton, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Lumberton Municipal Airport (latitude 34°36'36" N., longitude 79°03'30" W.); within 2 miles each side of the 302° bearing from the Lumberton RBN (latitude 34°36'48" N., longitude 79°03'36" W.), extending from the 8-mile radius area to 8 miles NW of the RBN.

AMENDMENTS 3/30/67 32 F. R. 786 (Added)

Lynchburg, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 37°19'40" N., 79°12'05" W., of Lynchburg-Preston Glenn Airport, Lynchburg, Va.; within 2 miles each side of the airport ILS localizer SW course extending from the 8-mile radius area to the Evington RBN; within 2 miles each side of the Lynchburg VORTAC 201° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC, within 2 miles each side of the Lynchburg VORTAC 076° radial extending from the 8-mile radius area to 11 miles E of the VORTAC.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°40'00" N., 79°30'00" W., to 37°40'00" N., 78°14'30" W., to 37°00'00" N., 78°38'00" W., to 37°00'00" N., 79°30'00" W., to the point of beginning.

Macon, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Robins AFB; within 8 miles SE and 5 miles NW of the Macon ILS localizer SW course extending from the Lewis B. Wilson Airport (latitude 32°41'35" N., longitude 83°38'50" W.) to 12 miles SW of the ILS OM; within a 6-mile radius of the Smart Airport (latitude 32°49'20" N., longitude 83°33'50" W.); that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Macon VORTAC (latitude 32°41'27" N., longitude 83°38'50" W.); within the area N of Macon bounded on the N by V-18S, on the E by V-35, and on the SW by V-267; within the area SE of Macon bounded on the NW by V-70, on the NE by V-5, on the E by V-157 and on the SW by V-243; that airspace extending upward from 3,000 feet MSL within the area NE of Macon extending from the 35-mile radius area bounded on the N by V-18S, on the E by longitude 82°50'00" W., on the SE by V-56, and on the W by V-35; within the area E of Macon extending from the 35-mile radius area bounded on the NW by V-56, on the N by a line extending through latitude 33°03'50" N., longitude 82°50'00" W. and latitude 33°03'40" N., longitude 82°30'00" W., on the E by longitude 82°30'00" W., on the SE by V-70, and on the S by V-154; excluding the portion that coincides with the Atlanta, Ga., transition area.

AMENDMENTS 7/11/67 32 F. R. 10838 (Changed)

Madison, Minn.

That airspace extending upward from 1,200 feet above the surface within 9 miles N and 6 miles S of the Watertown, S. Dak., VOR 086° radial, extending from 37 miles E to 64 miles E of the VOR.

Madison, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Truax Field, Madison, Wis. (latitude 43°08'15" N., longitude 89°20'10" W.), within 2 miles each side of the Madison ILS localizer S course, extending from the 9-mile radius area to 12 miles S of the OM, within 8 miles NE and 5 miles SW of the Truax VOR 134° radial, extending from the 9-mile radius area to 12 miles SE of the VOR, within 8 miles SW and 5 miles NE of the Truax VOR 320° radial, extending from the 9-mile radius area to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line extending from latitude 43°43'00" N., longitude 89°55'00" W., to latitude 43°30'00" N., longitude 88°30'00" W., on the E by longitude 88°30'00" W., on the S by latitude 42°45'00" N., and on the W by longitude 89°55'00" W.

Madisonville, Ky.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°21'17" N., 87°24'02" W. of Madisonville Airport, Madisonville, Ky., and within 2 miles each side of the Central City VOR 256° radial extending from the 5-mile radius area to the VOR, said area effective from sunrise to sunset daily.

Malad City, Idaho

That airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Malad City VORTAC 165° and 345° radials, extending from 18 miles S to 8 miles N of the VORTAC, and within 5 miles N and 8 miles S of the Malad City VORTAC 290° radial, extending from the VORTAC to 12 miles W of the VORTAC.

Malden, Mo.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Malden Municipal Airport (latitude 36°36'30" N., longitude 89°59'00" W.), and within 2 miles each side of the Malden VOR 120° radial, extending from the 6-mile radius to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Malden VOR 120° and 300° radials, extending from 2 miles NW to 12 miles SE of the VOR.

Manhattan, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Manhattan Airport (latitude 39°08'35" N., longitude 96°40'05" W.), within 2 miles each side of the Manhattan VOR 046° radial extending from the 7-mile radius area to 8 miles NE of the VOR; within 2 miles NE and 3 miles SW of the 127° bearing from the Manhattan RBN, extending from the RBN to 10 miles SE; within 6 miles S and 9 miles N of the Fort Riley VOR 059° radial extending from the VOR to 21 miles NE; within 2 miles each side of the Fort Riley VOR 222° radial extending from the VOR to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°27'00" N., longitude 96°31'00" W., direct to latitude 39°02' 50" N., longitude 97°28'20" W., thence S clockwise along the arc of the 14-mile radius circle centered on the Salina VORTAC, to the N edge of V-4S, thence E along the N boundary of V-4s to the Emporia VORTAC 346° radial, thence N along the Emporia VORTAC 346° radial to the point of beginning.

PENDING AMENDMENT

Manila, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manila Municipal Airport (latitude 35°53'25" N., longitude 90°09'20" W.); and within 2 miles each side of the 175° bearing from the Manila RBN (latitude 35°53'25" N., longitude 90°09'20" W.), extending from the 5-mile radius area to 8 miles south of the RBN.

AMENDMENTS 2/1/68 32 F. R. 16146 (Added)

Manistee, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manistee Blacker Airport, Manistee, Mich. (latitude 44°16'00" N., longitude 86°15'00" W.) and within 5 miles north and 8 miles south of the 274° bearing from Manistee Blacker Airport, extending from the airport to 15 miles west.

Manitowoc, Wis.

That airspace extending upward from 700 feet above the surface within 8 miles west and 5 miles east of the Manitowoc VOR 343° and 163° radials extending from 2 miles south to 13 miles north of the VOR, and within 8 miles west and 5 miles east of the Manitowoc VOR 176° radial extending from the VOR to 12 miles south of the VOR.

Mankato, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mankato Municipal Airport (latitude 44°08'44" N., longitude 93°59'04" W.) and within 2 miles each side of the Mankato VOR 149° radial, extending from the 5-mile radius area to 8 miles southeast of the VOR, and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Mankato VOR 149° and 329° radials, extending from 13 miles southeast to 7 miles northwest of the VOR.

Manning, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Clarendon County Airport (latitude 33°35'13" N., longitude 80°12'27" W.); within a 1.5-mile radius of the Goat Island Airport (latitude 33°30'26" N., longitude 80°18'41" W.); within a 1.5-mile radius of the Grayson (private) Airport (latitude 33°36'48" N., longitude 80°20'17" W.); and within 2 miles each side of the Vance VOR 060° radial, extending from the 8-mile radius area to the VOR.

AMENDMENTS 5/25/67 32 F. R. 5253 (Added)

Mansfield, Mass.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°00'05" N., 71°11'55" W., of the Mansfield Municipal Airport, Mansfield, Mass., and within 2 miles each side of the Whitman, Mass., VOR 249° radial extending from the 5-mile radius area to the VOR, excluding that portion that councides with the Boston, Mass., transition area.

Mansfield, Ohio

That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of the Mansfield Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.); and within a 5-mile radius of the Galion Municipal Airport (latitude 40°45'10" N., longitude 82°43'35" W.); within 5 miles SW and 8 miles NE of the Mansfield Airport ILS localizer SE course, extending from the ILS LOM to 12 miles SE, within 2 miles each side of the Mansfield VORTAC 308° radial, extending from the VORTAC to 12 miles NW of the VORTAC; within 2 miles each side of the Mansfield VORTAC 221° radial, extending from the Galion Municipal Airport 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line extending from the Tiverton VORTAC; to latitude 40°30'00" N., longitude 83°10'00" W., to latitude 40°50'00" N., longitude 83°30'00" W., to latitude 41°11'00" N., longitude 83°19'00" W., to latitude 41°14'00" N., longitude 82°57'00" W.; thence counterclockwise via a 21-mile radius arc of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.) to latitude 41°08'40" N., longitude 82°32'00" W.; to latitude 40°56'30" N., longitude 82°12'00" W; thence counterclockwise via a 37-mile radius arc of the Cleveland-Hopkins Airport (latitude 41°24'30" N., longitude 81°51'00" W.) to latitude 40°54'00" N., longitude 82°04'00" W. to the point of beginning.

Maples, Mo.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 5 miles NW of the Maples VOR 057° and 237° radials, extending from 7 miles NE to 13 miles SW of the VOR, excluding that portion within the Fort Leonard Wood, Mo., transition area.

Marathon, Fla.
That airspace extending upward from 2,000 feet above the surface, bounded on the N by V-35, on the E by Long. 80°25'00" W., on the S by Lat. 24°20'00" N., and on the W by control area 1233.

Marfa, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marfa Municipal Airport (latitude 30°22'15" N., longitude 104°01'15" W.) and within 5 miles NE and 8 miles SW of the Marfa VOR 324° and 144° radials extending from 5 miles NW to 14 miles SE of the VOR.

AMENDMENTS 1/20/67 32 F. R. 2369 (Rewritten)

Marianna, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Marianna Municipal Airport (latitude 30°50'08" N., longitude 85°11'02" W.), and within 2 miles each side of the Marianna VOR 127° radial extending from the 8-mile radius area to 8 miles SE of the VOR.

AMENDMENTS 4/27/67 32 F. R. 3049 (Added)

Marion, Ill.
That airspace extending upward from 700 feet above the surface bounded by a line beginning NE of Marion, Ill., at latitude 37°53'40" N., longitude 88°48'35" W., thence W to latitude 37°56'25" N., longitude 89°02'40" W., thence W to latitude 37°58'45" N., longitude 89°20'25" W., thence S to latitude 37°48'30" N., longitude 89°23'50" W., thence S along longitude 89°23'50" W., to latitude 37°43'30" N., thence SE to latitude 37°32'50" N., longitude 88°59'05" W., thence NE to latitude 37°42'35" N., longitude 88°52'15" W., thence N to the point of beginning.

Marion, Ind.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Marion Municipal Airport, Marion, Ind. (latitude 40°29'25" N., longitude 85°40'40" W.), and within 8 miles S and 5 miles N of the Marion VOR 042° radial extending from the 12-mile radius area to 14 miles NE of the airport.

PENDING AMENDMENT

Marion, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marion Municipal Airport (latitude 40°29'25" N., longitude 85°40'40" W.), and within 2 miles each side of the Marion VOR 042°, 155°, 211°, and 320° radials extending from the 5-mile radius area to 8 miles northeast, southeast, southwest, and northwest of the VOR.

AMENDMENTS 2/1/68 32 F. R. 17426 (Rewritten)

Marion, Ky.
That airspace extending upward from 1,200 feet above the surface, bounded on the NE by a line extending from latitude 37°25'50" N., longitude 88°17'40" W., to latitude 37°18'05" N., longitude 87°54'40" W., on the SE by V-178 and on the NW by V-11.

Marion, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marion Muncipal Airport (latitude 40°36'55" N., longitude 83°03'55" W.); within 2 miles each side of a 328° bearing from the Marion RBN extending from the 5-mile radius area to 8 miles NW of the RBN.

Marquette, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marquette County Airport (latitude 46°32'03" N., longitude 87°33'35" W.); within 8 miles S and 5 miles N of the Marquette VOR 250° radial extending from the VOR to 12 miles W of the VOR; within an 8-mile radius of K. I. Sawyer AFB (latitude 46°21'15" N., longitude 87°23'40" W.); within 2 miles each side of the K. I. Sawyer AFB ILS localizer course extending from the 8-mile radius area to 12 miles S of the LOM; within 2 miles each side of the K. I. Sawyer AFB TACAN 183° radial, extending from the 8-mile radius area to 12 miles S of the TACAN; and within 2 miles E and 5 miles W of the K. I. Sawyer AFB TACAN 015° radial, extending from the 8-mile radius area to 12 miles N of the TACAN; and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of K. I. Sawyer AFB, excluding the portion which overlies the Escanaba, Mich., transition area.

Marshall, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshall, Mich., Brooks Field (latitude 42°15'05" N., longitude 84°57'25" W.) and within 2 miles each side of the Battle Creek, Mich., VORTAC 105° radial extending from the 5-mile radius area to 7 miles east of the airport, excluding the portion which coincides with the Battle Creek, Mich., transition area.
AMENDMENTS 8/17/67 32 F. R. 9156 (Added)

Marshalltown, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marshalltown, Iowa, Municipal Airport (latitude 42°06'45" N., longitude 92°54'50" W.) and within 2 miles each side of the 315° bearing from Marshalltown Municipal Airport, extending from the 6-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the 315° bearing from Marshalltown Municipal Airport, extending from the airport to 12 miles NW of the airport, excluding the airspace within the Waterloo, Iowa, transition area.

AMENDMENTS 3/2/67 32 F. R. 367 (Added)

Marshfield, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshfield Municipal Airport (latitude 44°38'10" N., longitude 90°11'20" W.), and within 2 miles each side of the 216° bearing from Marshfield Municipal Airport extending from the 5-mile radius area to 8 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the 216° bearing from Marshfield Municipal Airport extending from the airport to 12 miles SW of the airport.

Martinsburg, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°17'45" N., 78°19'10" W. of Blair County Airport, Martinsburg, Pa., within 2 miles each side of the centerline of runway 20 extended from the 7-mile radius area to 9 miles south of the end of the runway; and within 8 miles west and 5 miles east of the Altoona VOR 026° radial extending from the VOR to 12 miles north of the VOR.

AMENDMENTS 11/9/67 32 F. R. 13116 (Changed)

Martinsburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°24'05" N., 77°59'00" W., of Martinsburg Airport, Martinsburg, W. Va.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°50'00" N., 77°47'00" W., to 39°50'00" N., 77°30'00" W., to 39°16'00" N., 77°30'00" W., to 39°05'26" N., 78°12'02" W., to 38°51'15" N., 78°12'21" W., to 38°43'00" N., 78°12'00" W., to 38°43'00" N., 78°58'00" W., to 39°18'00" N., 78°58'00" W., to 39°19'00" N., 78°50'00" W., to 39°24'00" N., 78°50'00" W., to 39°25'00" N., 78°58'00" W., to 39°30'00" N., 78°58'00" W., to 39°30'00" N., 78°30'00" W., to the point of beginning.

Marysville, Calif.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Beale AFB (latitude 39°08'10" N., longitude 121°26'05" W.); within an 8-mile radius of Yuba County Airport, Marysville, Calif. (latitude 39°05'50" N., longitude 121°34'00" W.), within 8 miles west and 5 miles east of the Beale VOR 162° and 342° radials, extending from the Beale 10-mile radius area to 6.5 miles north of the VOR; within 8 miles west and 5 miles east of the Marysville VOR 343° radial, extending from the Yuba County 8-mile radius area to 12 miles north of the VOR, and within 8 miles southwest and 5 miles northeast of the Marysville VOR 153° radial, extending from the Yuba County 8-mile radius area to 12 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the east by a line extending from latitude 40°00'00" N., longitude 120°30'00" W., to latitude 39°30'00" N., longitude 120°30'00" W., to latitude 39°30'00" N., longitude 120°55'00" W., to latitude 39°00'00" N., longitude 120°55'00" W., on the south by latitude 39°00'00" N., on the west by the west boundary of V-23, on the northwest by the Red Bluff, Calif., transition area, and on the north by latitude 40°00'00" N.; that airspace extending upward from 8,500 feet MSL bounded on the south by latitude 40°00'00" N.. on the west by the Red Bluff, Calif., transition area, on the north by latitude 40°45'00" N., and on the east by a line extending from latitude 40°45'00" N., longitude 121°39'00" W., to latitude 40°23'00" N.. longitude 121°39'00" W., to latitude 40°23'00" N., longitude 121°25'00" W., to latitude 40°00'00" N., longitude 121°25'00" W.: that airspace extending upward from 10,500 feet MSL bounded on the east by longitude 120°19'00" W., on the south by a line extending from latitude 39°30'00" N., longitude 120°19'00" W., to latitude 39°30'00" N., longitude 120°30'00" W., to latitude 40°00'00" N., longitude 120°30'00" W., to latitude 40°00'00" N., longitude 121°25'00" W., on the west by longitude 121°25'00" W., and on the north by latitude 40°45'00" N.; that airspace extending upward from 12,500 feet MSL bounded on the east by longitude 121°25'00" W., on the south by latitude 40°23'00" N., on the west by longitude 121°39'00" W., and on the north by latitude 40°45'00" N.

Mason City, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Mason City Municipal Airport (latitude 43°09'30" N., longitude 93°20'05" W.); within 2 miles each side of the Mason City VORTAC 002° radial, extending from the 7-mile radius area to 19 miles north of the VORTAC; and within 8 miles east and 5 miles west of the Mason City VORTAC 002° and 182° radials, extending from 4 miles north to 12 miles south of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Mason City VORTAC, extending clockwise from a line 5 miles northeast of and parallel to the Mason City VORTAC 128° radial to a line 5 miles northwest of and parallel to the Mason City VORTAC 236° radial; and within a 23-mile radius of the Mason City VORTAC, extending clockwise from a line 5 miles south of and parallel to the Mason City VORTAC 284° radial to a line 5 miles southeast of and parallel to the Mason City VORTAC 038° radial.

AMENDMENTS 11/9/67 32 F. R. 12996 (Rewritten)

Massena, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°56'10" N., 74°50'50" W., of Richards Field, Massena, N. Y.; within 3 miles each side of the Massena VOR 104° and 284° radials extending from the 5-mile radius to 8 miles east of the VOR excluding the airspace within Canada.

Mattoon, Ill.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Coles County Memorial Airport (latitude 39°28'46" N., longitude 88°17'05" W.), within 8 miles northwest and 9 miles southeast of the 231° and 051° radials of the Mattoon VOR, extending from 1 mile northeast of the VOR to 13 miles southwest of the VOR, and within 2 miles each side of the 060° radial of the Mattoon VOR, extending from the 6-mile radius area to 8 miles northeast of the VOR, and that airspace extending upward from 1,200 feet above the surface within 8 miles northwest and 5 miles southeast of the 060° radial of the Mattoon VOR, extending from the VOR to 12 miles northeast, and within 5 miles each side of the 140° radial of the Mattoon VOR, extending from the VOR southeast to V-14.

Maxwell, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by V-195, on the S by V-200, on the W by V-25 and on the N by the Red Bluff, Calif., transition area.

McAlester, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the McAlester, Okla. Airport (latitude 34°53'05" N., longitude 95°46'55" W.); within 2 miles each side of the McAlester VOR 176° radial extending from the 5-mile radius area to 8 miles S of the VOR.

McComb, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the McComb-Pike County Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the E by V-9, on the S by the New Orleans, La., transition area, on the W by V-114N, and on the N by the N boundary of V-222; within a 14-mile radius of the McComb VORTAC; within 8 miles S and 5 miles N of the McComb VORTAC 254° radial, extending from the 14-mile radius area to 17 miles W of the VORTAC.

McCook, Nebr.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of McCook Municipal Airport (latitude 40°12'25" N., longitude 100°35'25" W.); within 5 miles southwest and 8 miles northeast of the 120° bearing from McCook Municipal Airport extending from the 8-mile radius area to 12 miles southeast of the airport and within 5 miles southwest and 8 miles northeast of the 324° bearing from McCook Municipal Airport, extending from the 8-mile radius area to 12 miles northwest of the airport; and that airspace extending upward from 1200 feet above the surface within 5 miles each side of a line extending from McCook Municipal Airport direct to the Hayes Center, Nebr., VORTAC.

AMENDMENTS 11/9/67 32 F. R. 13218 (Rewritten)

McGrath, Alaska

That airspace extending upward from 700 feet above the surface within a 23-mile radius of the McGrath VORTAC extending clockwise from the 308° to the 334° radials of the McGrath VORTAC; that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the McGrath VORTAC extending clockwise from 334° to the 308° radials of the McGrath VORTAC; within 9 miles NE and 8 miles SW of the McGrath VORTAC 122° radial extending from the 23-mile radius area to 26 miles SE of the VORTAC; and within 5 miles each side of the McGrath VORTAC 003° radial extending from the 23-mile radius area to 34 miles N of the VORTAC.

Medford, Oreg.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Medford ILS localizer N course, extending from 3 miles N to 9 miles N of the OM; that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Medford VORTAC, extending clockwise from the E edge of V-121 to the SE edge of V-122, within a 23-mile radius of Medford VORTAC, extending clockwise from the SE edge of V-122 to the E edge of V-23; that airspace E and S of Medford, extending from the 18-mile radius area bounded on the N by latitude 42°28'00" N., on the E by the arc of a 40-mile radius circle centered on the Klamath Falls, Oreg., VORTAC, on the S by latitude 42°04'00" N., and on the W by the W edge of V-23; that airspace SW of Medford, extending from the 18-mile radius area bounded on the E by the W edge of V-23, and on the W by the E edge of V-23W; that airspace N of Medford, extending from the 23-mile radius area bounded on the SW by the SW edge of V-23W, on the N by latitude 42°52'00" N., and on the E by the E edge of V-23; within 16 miles W and 11 miles E of the Medford VORTAC 353° radial, extending from 25 miles to 65 miles N of the VORTAC; and that airspace extending upward from 6,200' MSL within 5 miles each side of the Medford VORTAC 271° radial, extending from the 23-mile radius area to V-27.

Melbourne, Fla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the John F. Kennedy Memorial Airport (latitude 28°06'05" N., longitude 80°38'10" W.); within a 7-mile radius of Patrick AFB (latitude 28°14'05" N., longitude 80°36'35" W.); that airspace extending upward from 1,200 feet above the surface within the arc of a 25-mile radius circle centered at the Patrick AFB, excluding that portion within the arc of a 35-mile radius circle centered at Herndon Municipal Airport, Orlando, Fla. (latitude 28°32'40" N., longitude 81°19'55" W.).

Memphis, Tenn.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Memphis Metropolitan Airport (latitude 35°03'00" N., longitude 89°58'15" W.); within 2 miles each side of the Memphis Runway 9 ILS localizer east course, extending from the 8-mile radius area to 16 miles east of the airport; within 2 miles each side of the Memphis Runway 35 ILS localizer south course, extending from the 8-mile radius area to 8 miles south of the OM; within an 8-mile radius of the West Memphis Airport (latitude 35°08'24" N., longitude 90°14'00" W.); within 2 miles each side of the Memphis VORTAC 311° radial, extending from the 8-mile radius area to 31 miles northwest of the VORTAC; within an 8-mile radius of the Twinkle Town Airport (latitude 34°55'45" N., longitude 90°10'05" W.); within 2 miles each side of the Memphis VORTAC 265° radial, extending from the 8-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of the Memphis Metropolitan Airport; within the area northwest of Memphis extending beyond the 36-mile radius area bounded on the north by V-140, on the east by V-9W, on the south by V-54N and on the west by V-69; and within the area southeast of Memphis extending beyond the 36-mile radius area bounded on the north by the north boundary of V-159, on the east by longitude 89°20'00" W., on the south by latitude 34°09'30" N., and on the west by V-9E.

AMENDMENTS 6/22/67 32 F. R. 6434 (Changed); 7/20/67 32 f. R. 7493 (Changed)

NAS Memphis, Tenn.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.), and within 2 miles each side of the NAS Memphis VOR 083° radial, extending from the 12-mile radius area to 14 miles E of NAS Memphis.

Menominee, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Menominee County Airport (latitude 45°07'25" N., longitude 87°38'20" W.) and within 5 miles E and 8 miles W of the Menominee VOR 351° and 171° radials, extending from 12 miles N to 3 miles S of the VOR and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the 320° bearing from the Menominee County Airport extending from the airport to 12 miles NW of the airport.

Merced. Calif.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Castle Air Force Base (latitude 37°22'45" N., longitude 120°34'00" W.); within a 7-mile radius of Merced Municipal Airport (latitude 37°17'10" N., longitude 120°30'55" W.) and within 2 miles each side of the Castle VOR 141° and 321° radials extending from the Merced 7-mile radius area to 3 miles SE of the Castle VOR; that airspace extending upward from 1,200 feet above the surface bounded on the NE and E by V-459, on the S by V-230, on the W by V-109 and on the N by V-244, excluding the portions within the Fresno, Stockton, and Modesto, Calif., transition areas; that airspace extending upward from 7,500 feet MSL NE of Merced bounded on the E by V-283, on the SW by V-459, and on the N by V-244, and that airspace extending upward from 12,000 feet MSL E of Merced bounded on the E by longitude 119°30'00" W., on the S by the Fresno, Calif., transition area, on the W by V-283 and on the N by V-244.

AMENDMENTS 2/2/67 31 F. R. 15569 (Changed)

Mercury, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mercury Airport (latitude 36°39'16" N., longitude 116°00'54" W.); that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°41'00" N., longitude 116°26'30" W., to latitude 36°41'00" N., longitude 115°55'00" W., to latitude 36°16'00" N., longitude 115°55'00" W., to latitude 36°16'00" N., longitude 116°08'00" W., to latitude 36°36'00" N., longitude 116°26'30" W., thence to point of beginning, excluding the portion within R-4808.

Meridian, Miss. (Key Field)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Key Field (latitude 32°19'58" N., longitude 88°45'05" W.), excluding that portion which coincides with the Meridian, Miss. (NAAS Meridian) transition area; within 8 miles E and 5 miles W of the Meridian ILS localizer S course extending from the Meridian RBN to 13 miles S of the RBN; within 8 miles E and 5 miles W of the 191° bearing from the Meridian RBN extending from the RBN to 13 miles S; within 8 miles SW and 5 miles NE of the Meridian VORTAC 315° radial extending from the VORTAC to 13 miles NW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the N edge of V-18N and a 30-mile radius arc centered on Key Field, extending NW along V-18N to longitude 89°30'00" W., thence N to latitude 32°47'00" N., longitude 89°30'00" W., thence ESE to latitude 32°43'15" N., longitude 88°48'05" W., thence N to latitude 32°46'50" N., longitude 88°47'05" W., thence NW to latitude 33°03'00" N., longitude 88°57'40" W., thence NE to the intersection of longitude 88°47'00" W. and a 40-mile radius arc centered at Columbus, Miss., AFB (latitude 33°38'38" N., longitude 88°26'39" W.), thence E along that arc to longitude 88°00'00" W., thence S along longitude 88°00'00" W. to the SE boundary of V-209, thence SW along the SE boundary of V-209 to the N boundary of V-56, thence to latitude 32°18'00" N., longitude 88°20'00" W., thence to the intersection of the E boundary of V-209 and a 30-mile radius arc centered at Key Field, thence clockwise along that arc to the W boundary of V-194, thence SW along the W boundary of V-194 to latitude 32°07'00" N., thence to the intersection of longitude 89°28'00" N. and the S boundary of V-18S, thence E along V-18S to a 30-mile radius arc centered at Key Field, thence clockwise along that arc to point of beginning.

AMENDMENTS 11/9/67 32 F. R. 12995 (Changed)

Meridian, Miss. (NAAS Meridian)

That airspace extending upward from 700 feet above the surface within a 10-mile radius of NAAS Meridian (latitude 32°33'27" N., longitude 88°33'33" W.).

Miami, Fla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within 5 miles south and 8 miles north of the Miami Runway 9-L ILS localizer west course, extending from the airport to 12 miles west of the Runway 9-L ILS LOM; within 5 miles north and 8 miles south of the Miami Runway 27-L ILS localizer east course, extending from the airport to 12 miles east of the Runway 27-L ILS LOM; within 5 miles south and 8 miles north of the Runway 9-L ILS localizer east course, extending from the airport to 12 miles east of the INT of Runway 9-L ILS localizer east course and the Biscayne Bay VOR 351° radial; within 2 miles each side of the Miami VORTAC 139° radial, extending from the 7-mile radius area to the VORTAC; within a 4-mile radius of the old Tamiami Airport, Fla. (latitude 25°45'15" N., longitude 80°22'35" W.); within an 8-mile radius of the new Tamiami Airport, Fla. (latitude 25°38'49" N., longitude 80°25'59" W.); within a 6-mile radius of the Opa Locka Airport, Fla., (latitude 25°54'25" N., longitude 80°16'40" W.); within 2 miles each side of the Miami VORTAC 108° radial, extending from the 6-mile radius area to the VORTAC; within a 5-mile radius of the North Perry Airport, Fla. (latitude 26°00'06" N., longitude 80°14'24" W.); within a 7-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'25" N., longitude 80°09'10" W.); within 2 miles each side of the 315° bearing from the Fort Lauderdale RBN, extending from the 7-mile radius area to 8 miles northwest of the RBN; within a 7-mile radius of Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead ILS localizer northeast course, extending from the 7-mile radius area to 9 miles northeast of Homestead AFB; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of Miami International Airport; that airspace south of Miami extending from the 50-mile radius area bounded on the E and S by V-35, and on the W by V-3; that airspace NW of Miami extending from the 50-mile radius area bounded on the W by V-97, on the N by V-492 S alternate, and on the E by V-267; that airspace extending upward from 1,700 feet above the surface bounded by a line beginning at the INT of the eastern edge of V-225 E alternate and the western edge of V-35, thence S along the eastern edge of V-225 E alternate to the INT of a 35-mile radius arc centered at the Key West VOR, thence clockwise along the 35-mile arc to the northwestern edge of V-51/V-157, thence NE along the northwestern edge of V-51/V-157 to the INT of a 50-mile radius arc centered at Miami International Airport, thence clockwise along the 50-mile radius arc to the W edge of V-35 W alternate, thence NW along the western edge of V-35 W alternate and V-35 to the point of beginning; and that airspace NW of Miami bounded on the N by V-7, on the SW by V-35, and on the E by V-157 W alternate.

AMENDMENTS 2/27/67 32 F. R. 3766 (Changed); 7/1/67 32 F. R. 7589 (Changed)

Michigan City, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Michigan City, Ind. Michigan City Airport (latitude 41°42'10" N., longitude 86°49'20" W.), within 2 miles each side of the South Bend, Ind. VORTAC 260° radial extending from the 6-mile radius area to 13 miles west of the VORTAC, and within 2 miles each side of the 011° bearing from Michigan City Airport extending from the 6-mile radius area to 8 miles north of the airport.

AMENDMENT 9/14/67 32 F.R. 9808 (Rewritten); Corr: 32 F. R. 13220

Middletown, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°25'55" N., 74°23'30" W.), of Randall Airport and within 2 miles each side of the Huguenot, N. Y., VOR 082° radial extending from the 5-mile radius area to the VOR excluding the portions that coincide with the Newburgh, N. Y., and Wurtsboro, N. Y., transition areas. This transition area shall be in effect from sunrise to sunset daily.

AMENDMENTS 4/27/67 32 F. R. 5253 (Added)

Middletown, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of 39°32'00" N., 84°23'30" W. of Hook Field Municipal Airport and within 2 miles each side of a 232° bearing from Middletown, Ohio, RBN extending from the 5-mile radius area to 8 miles southwest of the RBN.

Midland, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Midland, Mich., Jack Barstow Airport (latitude 43°39'40" N., longitude 84°15'40" W.).

AMENDMENTS 8/17/67 32 F. R. 9156 (Added)

Midland, Tex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Midland-Odessa Regional Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), excluding the portion within a 1.5-mile radius of the Midland Airpark (latitude 32°02'00" N., longitude 102°05'55" W.); within 2 miles each side of the Midland VOR 011° radial, extending from the 8-mile radius area to 8 miles N of the VOR; within 2 miles each side of the Midland ILS localizer SE course, extending from the 8-mile radius area to the INT of the Midland VOR 128° and the Big Spring, Tex., VOR 212° radials; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31°40'00" N., longitude 101°52'30" W.; thence clockwise along the arc of a 30-mile radius circle centered on the Midland VOR; to latitude 31°36'20" N., longitude 102°00'00" W., to latitude 31°28'40" N., longitude 102°00'00" W., to latitude 31°30'00" N., longitude 102°20'00" W.; to latitude 31°40'00" N., longitude 102°39'30" W.; to latitude 31°33'00" N., longitude 102° 53'00" W.' to latitude 31°34'20" N., longitude 103°03'45" W.' to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°15'35" N., longitude 103°07'00" W.; to latitude 32°13'40" N., longitude 102°56'30" W.; to latitude 32°19'35" N., longitude 102°55'10" W.; to latitude 32°36'30" N., longitude 102°07'20" W.; to latitude 31°55'00" N., longitude 101°29'40" W.; to latitude 31°37'25" N., longitude 101°35'15" W.; to latitude 31°36'35" N., longitude 101°47'20" W.; to point of beginning.

AMENDMENTS 6/23/67 32 F. R. 9642 (Changed); 12/7/67 32 F. R. 13806 (Changed)

Midway Island

That airspace extending upward from the 700 feet above the surface within a 10-nmi radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of NAS Midway.

Miles City, Mont.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Miles City VORTAC south of V-120 and within a 25-mile radius of Miles City VORTAC north of the south edge of V-120.

AMENDMENTS 8/17/67 32 F. R. 8295 (Rewritten)

Milford, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Milford Municipal Airport (Lat. 38°25'35" N, Long. 113°00'40" W) and within 2 miles either side of the Milford VORTAC 196° radial, extending from the 5-mile radius area to 8 miles S of the VORTAC; including the airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Milford VORTAC 023° and 203° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Millinocket, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 45°38'50" N., 68°41'10" W. of Millinocket Municipal Airport, Millinocket, Maine; within 2 miles each side of a 094° bearing from the Millinocket RBN extending from the 7-mile radius area to 8 miles E. of the RBN; within 2 miles each side of the Millinocket VOR 298° radial extending from the 7-mile radius area to the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 45°56'00" N., 68°36'00" W. to 45°39'00" N., 69°48'00" W. to 45°23'00" N., 69°48'00" W. to 45°23'00" N., 69°30'00" W. to 45°24'00" N., 68°55'00" W. to 45°30'00" N., 68°31'00" W. to 45°27'00" N., 68°20'00" W. to 45°33'00" N., 68°16'00" W. to 45°38'00" N., 67°40'30" W. to the point of beginning.

Millville, N. J.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at: 39°37'00" N., 75°05'00" W. to 39°35'00" N., 74°52'00" W. to 39°16'30" N., 74°59'00" W. to 39°16'30" N., 75°10'00" W. to 39°30'00" N., 75°15'00" W. to point of beginning, excluding the portion that coincides with the Atlantic City, N. J., 700-foot transition area.

Milwaukee, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of General Mitchell Field, Milwaukee, Wis. (latitude 42°56'51" N., longitude 87°53'58" W.), within 8 miles E and 5 miles W of the Milwaukee ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM; within 2 miles each side of the Milwaukee No. 2 ILS localizer W course extending from the OM to 8 miles W of the OM; within a 5-mile radius of Horlick-Racine Airport, Racine, Wis. (latitude 42°45'35" N., longitude 87°48'55" N.); within an 8-mile radius of Timmerman Airport, Milwaukee, Wis. (latitude 43°06'40" N., longitude 88°02'05" W.); within 5 miles NE and 8 miles SW of the Timmerman VOR 337° radial, extending from the 8-mile radius area to 12 miles NW of the VOR; and within 2 miles each side of the Timmerman VOR 214° radial, extending from the 8-mile radius area to 14 miles SW of the VOR; and within a 6-mile radius of Waukesha County Airport, Waukesha, Wis. (latitude 43°02'00" N., longitude 88°14'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 43°30'00" N., on the E by longitude 87°00'00" W., on the S by latitude 42°30'00" N., and on the W by longitude 88°30'00" W.

Mineral Wells, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Mineral Wells Airport (latitude 32°46'55" N., longitude 98°03'35" W.); within 2 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 6-mile radius area to 8 miles SE of the RBN and within 2 miles each side of the Mineral Wells VORTAC 137° radial, extending from the 6-mile radius area to 8 miles SE of the VORTAC.

Minneapolis, Minn.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'08" N., longitude 93°13'11" W.); within 5 miles north and 8 miles south of the Flying Cloud, Minn., VOR 292° radial, extending from the 23-mile radius area to 12 miles west of the VOR; and within 5 miles each side of the St. Paul, Minn., VOR 037° radial, extending from the 23-mile radius to 13 miles northeast of the VOR; that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of Minneapolis-St. Paul International Airport; within 9 miles southwest and 6 miles northeast of the Farmington, Minn., VOR 297° radial extending from the 36-mile radius area to 48 miles northwest of the VOR; that airspace west of Farmington, Minn., bounded on the south by V-26, on the northwest by V-148 and on the northeast by V-171; and that airspace west of Minneapolis bounded on the north by V-78, on the south by V-148 and on the southwest by V-171.

AMENDMENTS 6/22/67 32 F. R. 6555 (Rewritten) 7/20/67 32 F. R. 10347 (Changed)

Minot, N. Dak.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Minot International Airport (latitude 48° 15' 45" N., longitude 101° 16' 50" W.), within an 8-mile radius of Minot AFB (latitude 48° 24' 56" N., longitude 101° 21' 26" W.), and within 2 miles each side of the Minot AFB TACAN 307° radial extending from the 8-mile radius to 12 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Minot AFB TACAN; and that airspace extending upward from 5,700 feet MSL within a 50-mile radius of Minot AFB TACAN excluding the area north of latitude 49° 00' 00" N., and the area which overlies V-430 and V-15.

Missoula, Mont.

That airspace extending upward from 700 feet above the surface within 5 miles northeast and 8 miles southwest of the Missoula VORTAC 122° and 302° radials, extending from 5 miles southeast to 19 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles southwest and 9 miles northeast of the Missoula VORTAC 118° and 298° radials, extending from 7 miles southeast to 16 miles northwest of the VORTAC; and within a 19-mile radius of the Missoula VORTAC; extending clockwise from the northeast edge of V-2 to the west edge of V-231.

AMENDMENTS 12/7/67 32 F. R. 13916 (Rewritten)

Mitchell, S. Dak.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Mitchell Municipal Airport (latitude 43°46'25" N., longitude 98°02'25" W.); and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 10 miles southwest of the Mitchell VOR 300° radial, extending from the VOR to 19 miles northwest of the VOR; within 5 miles southwest and 8 miles northeast of the Mitchell VOR 149° radial, extending from the VOR to 12 miles southeast of the VOR; and within 5 miles each side of the Mitchell VOR 120° radial extending from the VOR to 12 miles southeast of the VOR.

AMENDMENTS 1/4/68 32 F. R. 14550 (Rewritten)

Moab, Utah

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Canyonlands Airport, Moab, Utah (latitude 38°45'40" N., longitude 109°44'50" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles southwest and 8 miles northeast of the 125° and 305° bearings from the Frontier Airlines RBN (latitude 38°45'45" N., longitude 109°44'50" W.), extending from 13 miles southeast to 12 miles northwest of the RBN.

Mobile, Ala.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Bates Field (latitude 30° 41' 17.7" N., longitude 88° 14' 26.6" W.); within 8 miles SW and 5 miles NE of the Bates Field localizer NW course extending from 5 miles SE to 12 miles NW of the OM; within an 8-mile radius of Brookley AFB (latitude 30° 37' 39" N., longitude 88° 04' 10" W.); and within 2 miles each side of the Brookley VORTAC 140° radial extending from the VORTAC to 12 miles SE.; including that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 30°14'00" N., longitude 88°01'30" W., extending to latitude 30°32'00" N., longitude 88°15'00" W., thence to latitude 30°32'00" N., longitude 88°37'00" W., thence N along longitude 88°37'00" W. to the S edge of V-222, thence E along the S edge of V-222 to the W edge of V-209, thence S along the W edge of V-209 to latitude 31°15'00" N., thence to latitude 31°15'00" N., longitude 87°55'00" W., thence to the intersection of the E boundary of V-20S and latitude 31°00'00" N., thence to latitude 30°50'00" N., longitude 87°48'00" W., thence along a line to latitude 30°41'30" N., longitude 87°59'30" W., to its intersection with a 15 nautical mile radius arc centered at Brookley AFB (latitude 30°37'39" N., longitude 88°04'10" W.), thence clockwise along the 15 nautical mile arc to a line 6 miles N of and parallel to the Brookley VORTAC 102° radial, thence eastward along this line to its intersection with a 25-mile arc centered on NAAS Saufley Field, Pensacola, Fla., thence counterclockwise along this arc to a line 4 miles S of and parallel to the Brookley VORTAC 102° radial, thence W along this line to its intersection with a 15 nautical mile arc centered at the Brookley AFB, thence clockwise along the 15 nautical mile arc to and clockwise along a 10-mile radius arc centered at latitude 30°23'30" N., longitude 87°57'00" W. to a line between latitude 30°31'00" N., longitude 87°55'00" W. and latitude 30°15'00" N., longitude 87°41'20" W., thence SE along this line to latitude 30°15'00" N., longitude 87°41'20" W., thence W along the Alabama-Florida shoreline to longitude 88°01'30" W., thence to point of beginning.

Modesto, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Modesto City-County Airport (latitude 37°37'35" N., longitude 120°57'15" W.), within 2 miles each side of the Modesto VOR 291° radial, extending from the 5-mile radius area to 8 miles W of the VOR, and within 2 miles each side of the Modesto VOR 119° radial, extending from the 5-mile radius area to 8 miles E of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120°30'00" W., on the SE by a line extending from latitude 37°38'45" N., longitude 120°30'00" W., to latitude 37°25'00" N., longitude 120°48'00" W., on the S by latitude 37°25'00" N., on the W by V-109, and on the N by a line extending from the E boundary of V-109 through latitude 37°38'00" N., longitude 121°00'35" W., to latitude 37°45'45" N., longitude 120°30'00" W.

Moline, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Quad City Airport (latitude 41° 26' 55" N., longitude 90° 30' 30" W.); within 5 miles N and 8 miles S of the Quad City ILS localizer W course, extending from 1 mile E to 12 miles W of the OM; within a 5-mile radius of the Davenport, Iowa, Municipal Airport (latitude 41° 36' 40" N., longitude 90° 35' 20" W.); and within 5 miles each side of the 224° and 044° bearings from the Davenport RBN, extending from the Davenport Municipal Airport to 12 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 41° 55' 00" N., on the E by longitude 89° 50' 00" W., on the S by latitude 41° 10' 00" N., and on the W by longitude 91° 00' 00" W.

Molokai, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.) and within 2 miles each side of the Molokai VORTAC 268° radial, extending from the 5-mile radius area to 5 miles west of the VORTAC; that airspace extending upward from 1,200 feet above the surface NW of Molokai bounded on the NE by the arc of a 19-mile radius circle centered on the Molokai Airport, on the SE by V-8, on the SW by V-15, and on the NW by V-4; and that airspace NE of Molokai bounded by a line beginning at latitude 21°22'00" N., longitude 156°48'00" W., thence to latitude 21°14'00" N., longitude 156°31'30" W., thence to latitude 21°29'00" N., longitude 156°25'00" W., thence to latitude 21°31'00" N., longitude 156°34'05" W., thence to latitude 21°25'00" N., longitude 156° 49'30" W., thence to point of beginning; that airspace bounded on the northwest by V-8 on the northeast by V-6, and on the south by V-15; that airspace bounded on the north by v-15, on the east by V-17, on the south by V-2, and on the west by V-7; and that airspace bounded on the north by V-8, on the east by V-7, and on the southwest by V-2.

AMENDMENTS 6/22/67 32 F. R. 6390 (Changed)

Monroe, La.

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Monroe VORTAC 222° radial extending from the VORTAC to 12 miles SW, and within 5 miles NW and 8 miles SE of the Monroe ILS localizer SW course extending from 5 miles NE to 12 miles SW of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°10'00" N., longitude 92°20'00" W., to latitude 32°44'00" N., longitude 92°20'00" W., to latitude 32°49'00" N., longitude 91°50'00" W., to latitude 32°35'00" N., longitude 91°28'00" W., to latitude 32°05'00" N., longitude 91°28'00" W., to latitude 32°05'00" N., longitude 91°57'00" W., to point of beginning.

Monroe, N. C.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Shute Airport (latitude 35°00'09" N., longitude 80°33'51" W.); within 2 miles each side of the 117° bearing from a reference point at latitude 34°59'00" N., longitude 80°30'45" W, extending from the 4-mile radius area to 8 miles SE of the reference point.

Monroeville, Ala.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Monroeville County Airport (latitude 31°27'25" N., longitude 87°20'50" W.); within 2 miles each side of the Monroeville, Ala., VOR 039° and 201° radials extending from the VOR to 8 miles NE and 8 miles SW and the airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Monroeville, Ala., VOR.

AMENDMENTS 3/22/67 32 F. R. 5367 (Changed)

Montague, Calif.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Siskiyou County Airport (latitude 41°46'55" N., longitude 122°28'00" W.); that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 42°04'00" N., on the east by an arc of a 40-mile radius circle centered on the Klamath Falls, Oreg., VORTAC and an arc of a 14-mile radius circle centered on the Siskiyou County Airport, on the southeast by a line extending from latitude 41°41'00" N., longitude 122°20'00" W., to latitude 41°25'00" N., longitude 122°20'00" W., on the south by latitude 41°25'00" N., and on the west by the east edge of V-23; within 5 miles each side of the Siskiyou TACAN 014° radial, extending from the 7-mile radius area to 19 miles north of the TACAN, and within 5 miles east and 6 miles west of the Siskiyou TACAN 194° radial, extending from the TACAN to 29 miles south of the TACAN.

AMENDMENTS 6/22/67 32 F. R. 6022 (Rewritten); 1/4/68 32 F. R. 15094 (Rewritten)

Monterey, Calif.

That airspace extending upward from 700 feet above the surface within a 13-mile radius of Fritzsche AAF, Fort Ord, Calif., latitude 36°40'55" N., longitude 121°45'40" W., excluding the portion S of latitude 36°32'00" N.; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 37°05'00" N., longitude 122°43'15" W., thence E via the S boundary of Control 1173 to V-27, thence SE via V-27 to latitude 37°00'00" N., thence E via latitude 37°00'00" N., to a line 11 miles SW of and parallel to the Priest, Calif., VORTAC 331° radial, thence SE via this line to a line 12 miles SE of and parallel to the Big Sur, Calif., VOR 047° radial, thence SW via this line to V-27, thence SE via V-27 to longitude 121°03'00" W., thence S to latitude 35°30'00" N., longitude 121°03'00" W., thence to latitude 35°30'00" N., longitude 121°22'00" W., to latitude 35°45'00" N., longitude 121°40'15" W., to latitude 36°15'00" N., longitude 122°01'00" W., to latitude 36°29'00 N., longitude 122°01'00" W., to latitude 36°29'00" N., longitude 122°17'30" W., to point of beginning; and that airspace extending upward from 5,000 feet MSL bounded on the NW by a line 12 miles SE of and parallel to the Big Sur VOR 047° radial, on the NE V-25, on the S by a line extending from the SW boundary of V-25 and latitude 35°33'00" N., to latitude 35°33'00" N., longitude 121°03'00" W., thence S to the NE boundary of V-27 and longitude 121°03'00" W., and on the SW by V-27, excluding the portion within the Paso Robles, Calif., transition area.

Montgomery, Ala.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Dannelly Field (latitude 32°18'00" N., longitude 86°23'36" W.); within an 8-mile radius of Maxwell AFB (latitude 32°22'48" N., longitude 86°21'55" W.); within 8 miles S and 5 miles N of the Dannelly Field ILS localizer W course extending from the airport to 12 miles W of the LOM; within 2 miles each side of the Maxwell AFB VOR 148° radial extending from the Maxwell AFB 8-mile radius area to the VOR; within 2 miles each side of the 269° bearing from the Dannelly Field LOM extending from the LOM to 17 miles W, excluding the portion which coincides with the Selma, Ala., transition area; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the W boundary of V-7 and the S boundary of V-66 extending eastward along the S boundary of V-66 to longitude 86°00'00" W., thence S along longitude 86°00'00" W., to the E boundary of V-159, thence SE along the E boundary of V-159 to the N boundary of V-20N, thence SE to latitude 32°30'00" N., longitude 85°29'00" W., thence S along longitude 85°29'00" W, to the N boundary of V-70, thence W along the N boundary of V-70 to longitude 87°00'00" W., thence N along longitude 87°00'00" W, to a 35-mile radius arc centered on the Craig, Ala., VOR, thence clockwise along that 35-mile radius arc and a 35-mile radius arc centered at latitude 32°27'25" N., longitude 87°05'14" W, to the W boundary of V-7, thence N along the W boundary of V-7 to the point of beginning, excluding the portion that overlaps the Columbus, Ga., transition area; and that airspace extending upward from 6,000 feet MSL bounded on the N by the S boundary of V-56, on the NE by a 35-mile radius arc centered on Craig, Ala., VOR, on the E by longitude 87°28'00" W., on the S by latitude 31°54'00" N., and on the W by the E boundary of V-209 and a line extending from the intersection of the E boundary of V-209 and a 30-mile radius arc centered on the Meridian, Miss., VORTAC to latitude 32°18'00" N., longitude 88°20'00" W.

AMENDMENTS 4/12/67 32 F. R. 6261 (Changed); 11/9/67 32 F. R. 12995 (Changed)

Montpelier, Vt.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 44°12'15" N., 72°33'45" W., of Barre-Montpelier Airport, Montpelier, Vt.

Montrose, Colo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Montrose County Airport (latitude 38°29'55" N., longitude 107°53'35" W.); within 8 miles SW and 5 miles NE of a 329° bearing from the Montrose RBN (latitude 38°30'00" N., longitude 107°54'00" W.), extending from the RBN to 13 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 9 miles SW and 6 miles NE of the 329° and 149° bearings from the Montrose RBN, extending from 19 miles NW to 8 miles SE of the RBN.

AMENDMENTS 3/2/67 31 F. R. 15798 (Rewritten)

Morgantown, W. Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius from the center of Morgantown Airport, Morgantown, W. Va., 39°38'28" N., 79°54'59" W. extending clockwise from a 192° bearing to a 328° bearing; within a 15-mile radius from the center of Morgantown Airport extending clockwise from a 328° bearing to a 192° bearing.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at a point 39°00'00" N., 81°04'00" W. to 39°42'00" N., 80°38'30" W. to 39°59'00" N., 80°29'00" W., thence counterclockwise along an arc with a 37-mile radius from the Imperial, Pa., VOR to 40°02'00" N., 79°51'30" W. to 39°25'00" N., 79°20'00" W. to 39°10'00" N., 79°55'00" W. to 38°59'00" N., 80°22'00" W. to the point of beginning.

Morris, Ill.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Morris Municipal Airport (latitude 41°25'46" N., longitude 88°25'12" W.) and within 2 miles each side of the Joliet, Ill., VORTAC 213° radial extending from the 5-mile radius area to the VORTAC.

Morristown, Tenn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Moore-Murrell Field, Morristown, Tenn., (latitude 36°10'55" N., longitude 83°22'20" W.), and within 8 miles S and 5 miles N of the 240° bearing from latitude 36°11'00" N., longitude 83°22'00" W., extending from latitude 36°11'00" N., longitude 83°22'00" W., to 12 miles SW.

Morrisville, Vt.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (44°32'10" N., 72°36'55" W.) of Morrisville-Stowe State Airport, Morrisville, Vt., and within 2 miles each side of the Morrisville RBN (44°35'13" N., 72°35'10" W.) 025° bearing extending from the 5-mile radius area to 8 miles northeast of the RBN.

AMENDMENTS 9/14/67 32 F. R. 11520 (Added)

Moses Lake, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grant County Airport (latitude 47°12'35" N., longitude 119°18'50" W.), within 2 miles each side of the Ephrata VORTAC 156° radial extending from the 5-mile radius area to 4 miles southeast of the VORTAC, within 2 miles west and 2.5 miles east of the Moses Lake ILS localizer south course extending from the 5-mile radius area to 10.5 miles south of the Moses Lake RBN, within 7 miles southeast and 10 miles northwest of the Ephrata VORTAC 043° and 223° radials extending from 8 miles southwest to 14 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Ephrata VORTAC 043° radial extending from the VORTAC to the arc of a 16-mile radius circle centered on the Ephrata VORTAC, within 5 miles southwest and 8 miles northeast of the Ephrata VORTAC 336° radial extending from the VORTAC to 12 miles northwest of the VORTAC, within 15 miles east and 10 miles west of the Moses Lake VOR 161° and 341° radials extending from 27 miles south to 14 miles north of the VOR, that airspace northeast of Moses Lake bounded on the northwest by a line 5 miles northwest of and parallel to the Ephrata VORTAC 066° radial, on the east by an arc of a 52-mile radius circle centered on Fairchild Air Force Base, Spokane, Wash. (latitude 47°36'55" N., longitude 117°39'20" W.), on the southeast by a line 5 miles southeast of and parallel to the Moses Lake VOR 067° radial, on the west by longitude 119°15'00" W., and that airspace west of Moses Lake bounded on the north by latitude 47°30'00" N., on the east by longitude 119°15'00" W., on the south by latitude 47°00'00" N., and on the west by an arc of a 39-mile radius circle centered on the Grant County Airport.

AMENDMENTS 12/7/67 32 F. R. 13118 (Rewritten)

Moses Point, Alaska

That airspace extending upward from 1,200 feet above the surface within 5 miles N and 10 miles S of the Moses Point VOR 088° and 268° radials, extending from 11 miles W to 15 miles E of the VOR.

AMENDMENTS 4/27/67 32 F. R. 6346 (Changed)

Moultrie, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Moultrie-Thomasville Airport (latitude 31°04'48" N., longitude 83°48'15" W.); within a 6-mile radius of Spence Field (latitude 31°08'26" N., longitude 83°42'24" W.); within 2 miles each side of the Moultrie VOR 271° radial, extending from the 5-mile radius area to 8 miles W of the VOR; within 2 miles each side of the Moultrie VOR 199° and 230° radials, extending from the 5-mile radius area to 8 miles S and SW of the VOR.

Mountain Home, Idaho

That airspace extending upward from 700 feet above the surface within 10 miles NE and 9 miles SW of the Mountain Home AFB TACAN 135° and 315° radials, extending from 18 miles SE to 18 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the NE by the SW boundary of V-4, on the SE, S and SW by the arc of a 35-mile radius circle centered on Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.), on the W by the Boise, Idaho, VORTAC 204° radial and on the NW by the arc of a 25-mile radius circle centered on the Boise VORTAC; that airspace SE of Mountain Home, extending upward from 6,500 feet MSL, extending from the 35-mile radius area bounded on the NE by V-253, on the S by latitude 42°24'00" N., and on the W by longitude 115°39'00" W., excluding the portion within the Twin Falls, Idaho, transition area; that airspace S of Mountain Home, extending upward from 7,500 feet MSL, extending from the 35-mile radius area bounded on the E by longitude 115°39'00" W., on the S by the arc of a 46-mile radius circle centered on Mountain Home AFB, and on the NW by a line 5 miles NW of and parallel to the Mountain Home AFB VOR 208° radial; and that airspace S of Mountain Home, extending upward from 10,500 feet MSL within 5 miles each side of the Mountain Home VOR 178° and 208° radials, extending from the 46-mile radius circle to 61 miles S and SW of the VOR.

Mt. Clemens, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Selfridge AFB, Mt. Clemens, Mich. (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 5 miles W and 8 miles E of the Selfridge AFB ILS localizer N course, extending from 3 miles S to 12 miles N of the OM, and within 2 miles each side of the Selfridge AFB ILS localizer S course, extending from the 7-mile radius area to 11 miles S of Selfridge AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the E by the United States/Canadian Border, on the W by the E boundary of VOR Federal airway No. 42 E alternate and longitude 83° 30' 00" W., and on the N by the N boundary of VOR Federal airway No. 216.

Mt. Pleasant, Mich.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Mt. Pleasant, Mich., Airport (latitude 43°37'00" N., longitude 84°44'00" W.); and within 2 miles each side of the 093° bearing from Mt. Pleasant, Mich., Airport extending from the 4-mile radius area to 8 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the S by the S edge of V-216, on the E by longitude 84°25'00" W., on the NE by a line 10 miles SW and parallel to the Saginaw, Mich., VOR 317° radial, on the NW by a line from latitude 43°49'15" N., longitude 84°43'30" W., to latitude 43°27'00" N., longitude 85°02'00" W., and on the W by longitude 85°02'00" W.

Mount Pocono, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 41°07'40" N., 75°22'20" W. of Mount Pocono Airport, Mount Pocono, Pa., within 2 miles each side of the 003° bearing from the Tobyhanna RBN extending from the 7-mile radius area for 8 miles N of the RBN.

Mullan Pass, Idaho

That airspace extending upward from 8,500 feet MSL within 6 miles N and 9 miles S of the Mullan Pass VORTAC 095° and 275° radials, extending from 8 miles E to 15 miles W of the VORTAC.

Muncie, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Delaware County Airport, Muncie, Indiana (latitude 40°14'26" N., longitude 85°23'43" W.); and within 2 miles each side of the Muncie VOR 125° and 320° radials extending from the 5-mile radius area to 8 miles SE and NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded by the line beginning at latitude 40°40'00" N., longitude 85°30'00" W.; to latitude 40°30'00" N., longitude 85°22'00" W.; to latitude 40°30'00" N., longitude 84°49'00" W.; to latitude 40°10'00" N., longitude 85°00'00" W.; to latitude 40°10'00" N., longitude 85°05'45" W.; to latitude 40°00'00" N., longitude 84°58'00" W.; to latitude 40°00'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°30'00" N., longitude 85°50'00" W.; to latitude 40°40'00" N., longitude 85°50'00" W.; to the point of beginning and within a 12-mile radius of Marion Municipal Airport.

Muscle Shoals, Ala.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Muscle Shoals Airport (latitude 34°44'41" N., longitude 87°36'39" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Muscle Shoals VOR 112° and 292° radials extending 5 miles W and 13 miles E of the VOR, within 5 miles each side of the Muscle Shoals VOR 293° radial extending from 5 miles W to 18 miles W of the VOR, and within 8 miles W and 5 miles E of the Muscle Shoals VOR 002° radial extending from the VOR to a point 30 miles north of the VOR, including that airspace northeast of Muscle Shoals, bounded on the west by V-7, on the east by V-57, and on the south by V-54N.

Muskegon, Mich.

That airspace extending upward from 700 feet above the surface within 8 miles northeast and 6 miles southwest of the Muskegon County Airport ILS localizer southeast course, extending from 3 miles northwest of the OM southeast to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); within 2 miles each side of the Muskegon ILS localizer northwest course, extending from 11 miles northwest of the OM to 18 miles northwest of the OM; and within a 4-mile radius of Grand Haven, Mich., Memorial Airport (latitude 43°02'00" N., longitude 86°11'50" W.); and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); within 5 miles southwest and 7 miles northeast of the Muskegon ILS localizer northwest course extending from the 18-mile radius area to 28 miles northwest of the OM; and the airspace southwest of Muskegon bounded on the northeast by the 18-mile radius area, on the southeast by the Grand Rapids, Mich., transition area, on the southwest by V-30, and on the northwest by V-216.

Muskogee, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Davis Field, Muskogee, Okla., (latitude 35°39'25" N., longitude 95°21'40" W.); and within 8 miles SW and 5 miles NE of the 128° bearing from the Muskogee RBN, extending from the 7-mile radius area to 12 miles SE of the RBN.

Myrtle Beach, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.); within an 8-mile radius of the Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); that airspace extending upward from 1200 feet above the surface to the base of the continental control area bounded by a line beginning at the INT of the E boundary of V-437E and a line 5 miles S of and parallel to the Florence, S. C., VORTAC 068° radial, thence E to latitude 34°18'40" N., longitude 79°11'00" W., thence along a line extending from latitude 34°18'40" N., longitude 79°11'00" W., through latitude 34°17'45" N., longitude 78°25'30" W., to the E boundary of V-213, to latitude 33°58'30" N., longitude 78°10'45" W., to latitude 33°40'10" N., longitude 78°40'15" W., thence clockwise along the arc of a 15-mile radius circle centered on the Conway TACAN, to latitude 33°27'40" N., longitude 78°55'20" W., thence to latitude 33°19'40" N., longitude 79°02'10" W., to latitude 33°11'55" N., longitude 79°08'00" W., to latitude 33°20'00" N., longitude 79°39'20" W., thence N along the E boundary of V-437E to the point of beginning; and that airspace extending upward from 2,700 feet MSL bounded on the N by the arc of a 35-mile radius ciecle centered on Grannis Field, Fayetteville, N. C. (latitutde 34°59'25" N., longitude 78°52'50" W.) on the E by the 2,700-foot MSL floor portion of the Goldsboro, N. C., transition area, on the S by the 1,200-foot floor portion of the Myrtle Beach Transition area, on the W by V-437E and V-3E, excluding the portion that coincides with the Florence, S. C., transition area.

AMENDMENTS 11/9/67 32 F. R. 13219 (Changed)

Nantucket, Mass.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Nantucket Memorial Airport, Mass. (latitude 41°15'15" N., longitude 70°03'40" W.); within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 6-mile radius area to 10 miles NE of the VOR; and that airspace extending upward from 2,000 feet MSL NE of Nantucket bounded on the NE by the arc of a 29-mile radius circle centered at the Nantucket VORTAC, on the SE by Control 1144, and on the NW by Control 1143; SE of Nantucket bounded on the SE by the arc of a 13-mile radius circle centered on the Nantucket CONSOLAN (Monitor site at latitude 41°15'35" N., longitude 70°09'19" W.), on the N by Control 1144, and on the SW by Control 1145; and that airspace from FL 240 to FL 300, inclusive, SW of Nantucket, bounded on the N by Control 1169, on the E by Control 1145, and on the S and W by the arc of a 10.2-mile radius circle centered on the Nantucket CONSOLAN station.

Nashville, Tenn.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Nashville Metropolitan Airport (latitude 36°07'36" N., longitude 86°40'58" W.); within a 12-mile radius of the Sewart Air Force Base (latitude 36°00'27" N., longitude 86°31'21" W.); within 5 miles W and 8 miles E of the Nashville ILS S course, extending from the 11-mile radius area to 12 miles S of the LOM; within 5 miles W and 8 miles E of the Nashville ILS N course, extending from the 11-mile radius area to 12 miles N of the Nashville VORTAC 333° radial; within 5 miles SW and 8 miles NE of the Sewart AFB ILS SE course, extending from the 12-mile radius area to 12 miles SE of the Sewart RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the W boundary of V-7 and the arc of a 36-mile circle centered at the Nashville Metropolitan Airport, thence clockwise along this arc to the W boundary of V-243, thence SE along the W boundary of V-243 to the arc of a 43-mile circle centered at Sewart Air Force Base, thence clockwise along this arc to longitude 86°20'00" W., thence S to the intersection of a line 5 miles N of and parallel to the Muscle Shoals (Alabama) VOR 066° radial and the arc of a 31-mile circle centered at latitude 34°46'30" N., longitude 86°36'30" W., thence counterclockwise along this arc to the E boundary of V-57, thence NW along the E boundary of V-57 to the S boundary of V-16, thence NE along the S boundary of V-16 to the arc of a 30-mile circle centered at the Nashville Metropolitan Airport, thence clockwise along this arc to the NW boundary of V-57, thence NE along the NW boundary of V-57 and NW along the W boundary of V-7 to the point of beginning.

Natchez. Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hardy-Anders Field, Natchez, Miss. (latitude 31° 36' 50" N., longitude 91° 17' 55" W.) and within 2 miles each side of the Natchez VOR 012° radial extending from the 5-mile radius area to 8 miles north of the VOR: and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Hardy-Anders Field, and within 5 miles each side of the Natchez VOR 192° radial, extending from the 15-mile radius area to 23 miles south of the VOR.

Needles, Calif.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Needles VORTAC 092° and 272° radials, extending from 8 miles W to 20 miles E of the VORTAC.

Newburgh, N. Y.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 41°30'34" N., 74°05'44" W. of Stewart AFB, Newburgh, N. Y., and within 2 miles S of the Stewart TACAN 253° radial clockwise to 2 miles NE of the Stewart TACAN 328° radial extending from the 12-mile radius area to 16 miles W and NW of the TACAN.

New Orleans, La.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 30°06'25" N., longitude 90°16'35" W.; to latitude 30°08'20" N., longitude 90°02'30" W.; thence clockwise along the arc of a 7-mile radius circle centered at the New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.); to latitude 30°02'20" N., longitude 89°54'20" W.; to latitude 29°49'40" N., longitude 89°54'20" W.; thence clockwise along the arc of a 7-mile radius circle centered at NAS New Orleans-Alvin Callender Field (latitude 29°49'40" N., longitude 90°01'25" W.); to latitude 29°44'45" N., longitude 90°05'25" W.; to latitude 29°53'45" N., longitude 90°20'00" W.; thence clockwise along the arc of an 8-mile radius circle centered at New Orleans International-Moisant Field (latitude 29°59'25" N., longitude 90°15'15" W.); to point of beginning; and within 2 miles each side of the Harvey VOR 053° radial extending from the VOR to 8 miles NE; and that airspace extending upward from 1,200 feet above the surface, bounded by a line beginning at latitude 29°33'00" N., longitude 89°16'00" W.; to latitude 29°13'30" N., longitude 89°51'00" W.; to latitude 28°57'00" N., longitude 90°01'00" W.; to latitude 28°59'00" N., longitude 90°15'00" W.; to latitude 29°11'00" N., longitude 90°25'00" W.; to latitude 29°15'00" N., longitude 90°25'00" W.; to latitude 29°15'00" N., longitude 91°05'00" W.; to latitude 29°31'00" N., longitude 91°05'00" W.; to latitude 29°31'00" N., longitude 91°11'00" W.; to latitude 29°47'00" N., longitude 91°11'00" W.; to latitude 29°53'00" N., longitude 91°00'00" W.; to latitude 30°13'00" N., longitude 90°57'00" W.; to latitude 30°17'00" N., longitude 90°45'00" W.; to latitude 30°38'00" N., longitude 90°48'00" W.; to latitude 30°38'00" N., longitude 90°11'00" W.; to latitude 30°54'00" N., longitude 89°35'00" W.; to latitude 30°41'00" N., longitude 89°18'00" W.; to latitude 29°41'00" N., longitude 89°18'00" W.; thence to point of beginning; and that airspace extending upward from 3,000 feet MSL, bounded by a line beginning at latitude 29°28'35" N., longitude 89°23'50" W.; thence along the outer limits of the territorial waters of the United States to the northern boundary of Control Area 1226; thence NW along the N boundary of Control Area 1226 to latitude 29°13'30" N., longitude 89°51'00" W.; thence NE to point of beginning.

New Philadelphia. Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the New Philadelphia Airport (latitude 40° 28' 15" N., longitude 81° 25' 10" W.).

Newport, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Newport Municipal Airport (latitude 44°34'45" N., longitude 124°03'30" W.); within 2 miles each side of the Newport VORTAC 005° radial, extending from the 5-mile radius area to 10 miles N of the VORTAC; within 2 miles each side of the Newport VORTAC 044° radial, extending from the 5-mile radius area to 13 miles NE of the VORTAC; and within 2 miles each side of the Newport VORTAC 184° radial, extending from the 5-mile radius area to 8 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 8 miles E of the Newport VORTAC 005° and 184° radials, extending from 12 miles N to 12 miles S of the VORTAC, and within lines 5 miles each side of the Newport VORTAC 237° radial including the additional airspace between lines beginning adjacent to the VORTAC and diverging at angles of 5° from the parallel lines, extending from the VORTAC to a line extending through latitude 44°35'00" N., longitude 124°17'30" W. and latitude 44°22'00" N., longitude 124°13'25" W.

Newport, Vt.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°53'22" N., 72°13'48" W., of Newport Airport, Newport, Vt.; within 2 miles each side of a bearing 032° from the Newport radio beacon extending from the 5-mile radius area to 8 miles northeast of the radio beacon, excluding the portion overlying Canada. This transition area is effective from sunrise to sunset, daily.

Newton, Iowa

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Newton Municipal Airport (latitude 41°40'40" N., longitude 93°01'25" W.); and within 2 miles each side of the Newton VOR 149° radial extending from the 4-mile radius area to the VOR.

New York, N. Y.

That airspace extending upward from 700 feet above the surface beginning at latitude 41°07'30" N., longitude 73°57'00" W.; to latitude 41°01'00" N., longitude 74°00'00" W.; to latitude 40°50'00" N., longitude 73°42'00" W.; to latitude 40°41'00" N., longitude 73°33'30" W.; to latitude 40°18'30" N., longitude 73°39'30" W.; to latitude 40°17'20" N., longitude 73°52'45" W.; to latitude 40°24'20" N., longitude 74°45'40" W.; to latitude 40°31'15" N., longitude 74°42'30" W.; to latitude 40°38'00" N., longitude 74°49'30" W.; to latitude 40°57'00" N., longitude 74°28'30" W.; to latitude 41°11'00" N., longitude 74°09'00" W.; to the point of beginning; that airspace extending upward from 1,200 feet above the surface beginning at latitude 41°19'00" N., longitude 74°00'00" W.; to latitude 41°12'00" N., longitude 74°00'00" W.; to latitude 41°11'00" N., longitude 74°09'00" W.; to latitude 40°57'00" N., longitude 74°28'30" W.; to latitude 40°49'00" N., longitude 74°37'00" W.; to latitude 41°19'00" N., longitude 74°33'00" W.; to the point of beginning; and that airspace extending upward from 1,200 feet above the surface beginning at latitude 40°30'00" N., longitude 73°36'00" W.; thence via latitude 40°30'00" N. to the W edge of V-139; thence along the west edge of V-139 to latitude 40°12'55" N., longitude 73°19'00" W.; to latitude 40°17'20" N., longitude 73°52'45" W.; to latitude 40°18'30" N., longitude 73°39'30" W.; to the point of beginning. The airspace within W-106 below 3,000 feet MSL and that airspace within Control Area 1147 are excluded.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed)

Nome, Alaska

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Nome VOR, extending clockwise from the 319° radial to the 125° radial; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Nome VOR.

Norfolk, Nebr.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Norfolk VOR.

Norfolk, Va.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 37°10'35" N., longitude 76°17'35" W., to latitude 36°49'45" N., longitude 75°52'05" W., to latitude 36°29'25" N., longitude 76°09'40" W., to latitude 36°35'40" N., longitude 76°18'40" W., to latitude 36°54'00" N., longitude 76°27'30" W., to latitude 36°54'00" N., longitude 76°36'15" W., to latitude 37°10'30" N., longitude 76°46'00" W., to latitude 37°14'40" N., longitude 76°39'50" W., **thence to the point of beginning**; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°38'15" N., longitude 77°19'15" W., to latitude 37°55'30" N., longitude 76°46'00" W., to latitude 37°38'30" N., longitude 75°31'30" W., thence S along the W boundary of W-386 and W-72 to latitude 36°19'00" N., longitude 75°44'45" W., to latitude 36°03'15" N., longitude 76°02'15" W., to latitude 36°13'25" N., longitude 76°47'30" W., thence clockwise along the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W., to the point of beginning, excluding the portion within R-5301B, R-6606, R-6609, W-386, and the portion below 2,000 feet MSL outside the United States.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed) ; 5/29/67 32 F. R. 8079 (Changed)

North, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.). This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/6/67 32 F. R. 2884 (Rewritten)

North Bend, Oreg.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the North Bend VORTAC 004° radial, extending from the VORTAC to 6 miles north of the VORTAC; within 2 miles each side of the North Bend VORTAC 023° radial, extending from the VORTAC to 8 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 044° radial, extending from the VORTAC to 11 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 090° radial, extending from the VORTAC to 8 miles east of the VORTAC; within 2 miles each side of the North Bend VORTAC 111° radial, extending from the VORTAC to 13 miles east of the VORTAC; within 2 miles each side of the North Bend VORTAC 182° radial, extending from the VORTAC to 5 miles south of the VORTAC; within 2 miles each side of the North Bend VORTAC 270° radial, extending from the VORTAC to 10 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 22-mile radius of the North Bend VORTAC, extending clockwise from the east edge of V-27, south of the VORTAC to the east edge of V-287 north of the VORTAC; within 5 miles north and 8 miles south of the North Bend VORTAC 090° radial, extending from the VORTAC to 12 miles east of the VORTAC.

AMENDMENTS 9/14/67 32 F. R. 10192 (Rewritten)

North Hilo, Hawaii

That airspace extending upward from 1,200 feet above the surface north of Hilo, Hawaii, bounded on the south by V-1 Hawaii, and on the west, north and east by a line extending from V-1 Hawaii, through latitude 20° 30' 00" N., longitude 155° 33' 30" W.; to latitude 20° 45' 00" N., longitude 155° 43' 00" W.; thence along latitude 20° 45' 00" N.; to longitude 155° 27' 00" W.; thence through latitude 20° 27' 22" N., longitude 155° 15' 00" W., to V-1 Hawaii.

North Philadelphia, Pa.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 234° bearing from the Wings Field, Philadelphia, Pa., RBN (latitude 40° 07' 33" N., longitude 75° 17' 08" W.) extending from the RBN to 8 miles SW of the RBN, within a 7-mile radius of the North Philadelphia Airport (latitude 40° 04' 45" N., longitude 75° 00' 35" W.); within a 7-mile radius of Mercer County Airport, Trenton, N. J. (latitude 40° 16' 33" N., longitude 74° 48' 55" W.) and including the airspace beginning at latitude 40° 17' 40" N., longitude 75° 21' 15" W., to latitude 40° 24' 10" N., longitude 75° 09' 20" W., to latitude 40° 18' 10" N., longitude 75° 03' 50" W., to latitude 40° 22' 05" N., longitude 74° 52' 00" W., to latitude 40° 10' 30" N., longitude 74° 48' 00" W., to latitude 40° 07' 30" N., longitude 74° 53' 30" W., to latitude 40° 02' 40" N., longitude 75° 08' 00" W., to latitude 40° 04' 30" N., longitude 75° 18' 50" W., to latitude 40° 07' 00" N., longitude 75° 22' 00" W., to point of beginning.

North Platte, Nebr.

That airspace extending upward from 700' above the surface within a 10-mile radius of Lee Bird Field (latitude 41°07'35" N., longitude 100°41'50" W.); and within 2 miles each side of the North Platte VOR 209° radial, extending from the 10-mile radius area to 8 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the North Platte VOR.
AMENDMENT 9/14/67 32 F.R. 9808 (Rewritten)

Northway, Alaska

That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the 307° and 127° bearings from the Northway RR, extending from 8 miles SE to 12 miles NW of the RR; and that airspace extending upward from 1,200 feet above the surface within 16 miles NE and 25 miles SW of the 307° and 127° bearings from the Northway RR, extending from 22 miles SE to 42 miles NW of the RR.

Ocala, Fla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ocala Municipal (Jim Taylor) Airport (latitude 29°10'20" N., longitude 82°13'25" W.); within 8 miles W and 5 miles E of the Ocala VORTAC 171° radial extending from the 5-mile radius area to 12 miles S of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 6-mile radius of Ocala Municipal Airport, including the area bounded on the S by a 15-mile radius arc centered on the Ocala VORTAC, on the NW by the NW boundary of V-441 and on the NE by the NE boundary of V-159.

Ogden, Utah

That airspace extending upward from 700 feet above the surface bounded on the E by longitude 111°55'00" W., on the N by latitude 41°27'00" N., on the W by longitude 112°22'00" W., and on the S by latitude 41°00'00" N.; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 111°50'00" W., on the S by latitude 41°00'00" N., on the W by longitude 112°45'00" W., and on the N by the N boundary of V-288, that airspace W of Ogden bounded on the S and W by the Wendover, Utah, transition area, on the N by V-6 and on the E by longitude 112°45'00" W., that airspace W of Ogden bounded on E by longitude 112°45'00" W., on the S by V-6 and on the N by V-288, that airspace NW of Ogden within 10 miles SW and 6 miles NE of the Ogden VORTAC 316° radial, extending from the N boundary of V-288 to 63 miles NW of the VORTAC, that airspace N of Ogden within 10 miles W and 7 miles E of the Ogden VORTAC 345° radial, extending from the N boundary of V-288 to 42 miles N of the VORTAC; that airspace E of Ogden extending upward from 10,500 feet m.s.l. bounded on the N by V-288 on the S by V-6 and on the W by longitude 111°50'00" W., and that airspace bounded on the N by V-6, on the SE by V-32, on the S by latitude 41°00'00" N., and on the W by longitude 111°50'00" W.

Ogdensburg, N.Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center. 44°40'52" N., 75°28'05" W. of Ogdensburg Municipal Airport, Ogdensburg, N.Y., excluding the portion over Canada; within 2 miles each side of a 077° bearing from the Ogdensburg radio beacon extending from the 5-mile radius to 8 miles east of the radio beacon.

That airspace extending upward from 1,200 feet above the surface beginning at 44°16'00" N., 75°30'00" W. to 44°16'00" N., 76°10'00" W., thence NE along the U.S./Canadian border to 44°56'00" N., 75°05'00" W. to 44°42'00" N., 75°05'00" W. to point of beginning.

Oklahoma City, Okla.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 35°15'30" N., longitude 97°19'00" W.; to latitude 35°23'00" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°28'30" W.; to latitude 35°39' 00" N., longitude 97°40'00" W.; to latitude 35°33'00" N., longitude 97°50'00" W.; to latitude 35°34'30" N., longitude 97°58'00" W.;to latitude 35°22'30" N., longitude 98°02'00" W.; to latitude 35°18'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°28'00" W.; to latitude 35°15'30" N., longitude 97°28'00" W.;and within 8 miles NW and 5 miles SE of Oklahoma City VORTAC 230° radial, extending from the VORTAC to 12 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 57-mile radius of latitude 35°25'50" N., longitude 97°35'10" W., within 6 miles SE and 9 miles NW of the Oklahoma City VORTAC 242° radial, extending from the 57-mile radius area to 52 miles SW of the VORTAC, within 6 miles S and 9 miles N of the Oklahoma City VORTAC 282° radial, extending from the 57-mile radius area to 62 miles W of the VORTAC, and within the area bounded on the E by longitude 96°54'00" W., and on the W by longitude 97°18'20" W., extending N from the 57-mile radius area to latitude 36°26'00" N., excluding the portion N of a line extending from latitude 35°54'00" N., longitude 98°25'00" W., to latitude 35°48'00" N., longitude 98°18'00" W., to latitude 36°03'00" N., longitude 97°23'30" W., to latitude 36°13'25" N., longitude 97°18'20" W.

Okmulgee, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Okmulgee, Okla., Airport (latitude 35°39'45" N., longitude 95°56'45" W.); and within 8 miles S and 5 miles N of the Okmulgee VOR 068° Radial extending from the VOR to 12 miles E.

Olean. N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Olean Municipal Airport (latitude 42°14'20" N., longitude 78°22'30" W.), and within 2 miles each side of the Olean RBN 033° bearing, extending from the 7-mile radius area to 8 miles NE of the RBN, from 0700 to 2200 hours, local time, daily.

Olney, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Olney-Noble Airport, Olney, Ill. (latitude 38°43'20" N., longitude 88°10'25" W.); and within 2 miles each side of the 223° bearing from Olney-Noble Airport, extending from the 5-mile radius area to 8 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the 223° bearing from the Olney-Noble Airport, extending from the airport to 12 miles SW of the airport, excluding the airspace within the Evansville, Ind., transition area.

AMENDMENTS 3/30/67 32 F. R. 2369 (Added)

Omaha, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eppley Field (latitude 41°18'00" N., longitude 95°53'35" W.); within 2 miles each side of the Omaha VORTAC 318° radial extending from the 10-mile radius area to the VORTAC; within 2 miles each side of the Eppley Field ILS localizer southeast course, extending from the 10-mile radius area to 15 miles southeast of the airport; and within 5 miles northeast and 8 miles southwest of the Eppley Field ILS localizer northwest course, extending from the 10-mile radius area to 12 miles northwest of the OM; and within a 10-mile radius of Offutt AFB (latitude 41°07'20" N., longitude 95°54'35" W.); within 6 miles northeast and 8 miles southwest of the Offutt AFB VOR 310° and 130° radials, extending from the 10-mile radius area to 12 miles southeast of the VOR; and within 2 miles each side of the Offutt AFB TACAN 307° radial, extending from the 10-mile radius area to 8 miles northwest of the TACAN; and that airspace extending upward from 1,200 feet above the surface within the area beginning southeast of Omaha at the north edge of V-216 and longitude 95°00'00" W.; thence north along longitude 95°00'00" W. to and east along the north edge of V-6, to and north along longitude 94°42'00" W., to and west along the south edge of V-172, to and north along longitude 95°18'00" W., to and west along latitude 41°43'00" N., to and south along longitude 96°25'00" W., to and east along latitude 41°30'00" W., to and south along longitude 96°23'00" W., to and east along the north edge of V-216 to the point of beginning.

AMENDMENTS 12/7/67 32 F. R. 14207 (Rewritten)

Omak, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Omak Airport (latitude 48°27'50" N., longitude 119°31'00" W.), within 2 miles each side of the 177° bearing from the Omak radio beacon (latitude 48°27'13" N., longitude 119°30'56" W.), extending from the 5-mile radius area to 8 miles S of the radio beacon; and that airspace extending upward from 1,200 feet above the surface, within 7 miles E and 10 miles W of the 177° and 357° bearings from the Omak radio beacon, extending from 8 miles N to 20 miles S of the radio beacon.

AMENDMENTS 6/22/67 32 F. R. 6345 (Added); Corr: 32 F. R. 9156

O'Neill, Nebr.
That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the O'Neill VORTAC 273° and 093° radials, extending from 20 miles W to 9 miles E of the VORTAC.

PENDING AMENDMENT

O'Neill, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of O'Neill Municipal Airport (latitude 42°28'10" N., longitude 98°41'15" W.); and within 2 miles each side of the O'Neill VORTAC 315° radial, extending from the 5-mile radius area to 12 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of O'Neill VORTAC extending clockwise from the north edge of V-100 to the northwest edge of V-148; and within 7 miles north and 10 miles south of the O"Neill VORTAC 273° and 093° radials, extending from 20 miles west to 9 miles east of the VORTAC.
AMENDMENTS 2/1/68 32 F. R. 13917 (Rewritten)

Oneonta, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (42°31'26" N., 75°03'56" W.), of Oneonta Municipal Airport, Oneonta, N. Y.; and within 2 miles each side of the Rockdale VOR 066° radial, extending from the 5-mile radius area to the Rockdale VOR, excluding the portion within the Sidney, N. Y. transition area. This transition area shall be effective from sunrise to sunset, daily.

AMENDMENTS 4/27/67 32 F. R. 3767 (Added)

Ontario, Oregon

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ontario Municipal Airport (latitude 44°01'15" N., longitude 117°00'43" W.); within 2 miles each side of the Ontario RBN 159° bearing, extending from the 5-mile radius area to 8 miles S of the RBN, and within 2 miles each side of the Ontario RBN 025° bearing extending from the 5-mile radius area to 8 miles NE of the RBN.

Orlando, Fla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Orlando (Herndon) Municipal Airport, Orlando, Fla. (latitude 28°32'40" N., longitude 81°19'55" W.); within a 7-mile radius of McCoy AFB, Orlando, Fla. (latitude 28°25'55" N., longitude 81°19'15" W.); within 5 miles E and 8 miles W of the McCoy ILS localizer S course extending from McCoy AFB to 12 miles S of the LOM; that airspace extending upward from 1,200 feet above the surface encompassed by a line beginning on the NE boundary of V-159 at latitude 29°00'00" N., extending E along latitude 29°00'00" N., to the W boundary of V-267, thence S along the W boundary of V-267 to latitude 28°58'00" N., thence E along latitude 28°58'00" N, to the limits of the territorial waters of the United States, thence SE along the limits of the territorial waters of the United States to a 25-mile radius arc centered at Patrick AFB, Cocoa, Fla. (latitude 28°14'15" N., longitude 80°36'35" W.), thence counterclockwise along this arc to a 35-mile radius arc centered on Orlando (Herndon) Municipal Airport, thence clockwise along this 35-mile radius arc to the NE boundary of V-159 NW of Orlando and NW along the NE boundary of V-159 to the point of beginning; including the area S of Orlando bounded on the E by the W boundary of V-267/295, on the S by latitude 27°45'00" N., on the W by the NE boundary of V-157, and a 42-mile radius arc centered on MacDill AFB, Tampa, Fla. (latitude 27°51'00" N., longitude 82°30'41" W.), on the NW by the SE boundary of V-152S; and including that airspace W of Orlando bounded on the S by the N boundary of V-152N, on the W by the E boundary of V-157 and on the N by the S boundary of V-295.

Oscoda, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wurtsmith AFB (latitude 44°27'00" N., longitude 83°24'00" W.); within 2 miles each side of the Wurtsmith AFB TACAN 232° radial extending from the 7-mile radius area to 14 miles SW of the TACAN; and within 2 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 7-mile radius area to 14 miles NE of the TACAN; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Wurtsmith AFB; within 5 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 30-mile radius to 40 miles E of the TACAN; and within the area bounded on the NW by a line 5 miles NW and parallel to the 238° bearing from the Wurtsmith AFB OM, on the NE by the 30-mile radius area, on the SE by a line 5 miles SE and parallel to the 216° bearing from the Wurtsmith AFB OM, and on the SW by the arc of a 33-mile radius circle centered on the Wurtsmith AFB OM.

Oshkosh, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33'15" W.); within 8 miles east and 5 miles west of the Oshkosh VOR 176° radial, extending from the 8-mile radius area to 12 miles south of the VOR; within a 5-mile radius of Fond du Lac County Airport, Fond du Lac, Wis. (latitude 43°46'10" N., longitude 88°29'30" W.); and within 5 miles south and 8 miles north of the 273° bearing from Fond du Lac County Airport, extending from the airport to 12 miles west of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44°36'00" N., longitude 87°47'15" W.; thence to latitude 44°36'00" N., longitude 87°27'00" W.; thence to latitude 43°30'00" N., longitude 87°27'00" W.; thence to latitude 43°30'00" N., longitude 88°30'00" W.; thence to latitude 43°40'40" N., longitude 89°38'20" W.; thence north along the east boundary of V-177 to latitude 44°19'50" N., longitude 89°29'00" W.; thence counterclockwise via the arc of a 15-mile radius circle centered on the Stevens Point, Wis., VOR to latitude 44°28'30" N., longitude 89°14'25" W.; thence to latitude 44°29'25" N., longitude 88°35'00" W.; thence clockwise via the arc of a 20-mile radius circle centered on the Green Bay VOR to the point of beginning, excluding the portion which overlies the Cecil, Wis., trantition area.

AMENDMENTS 6/22/67 32 F. R. 6555 (Changed): 7/20/67 32 F. R. 7590 (Rewritten); Corr: 32 F. R. 11024;

Oswego, Kans.

That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Oswego VOR 207° and 027° radials, extending from 20 miles NE to 9 miles SW of the VOR.

Otto, N. Mex.

That airspace extending upward from 1,200 feet above the surface bounded on the N. by latitude 35°14'00" N., on the E. by longitude 105°34'00" W., on the S. by latitude 34°57'25" N., and on the W. by a line extending from latitude 34°57'25" N., longitude 106°00'10" W., clockwise via the arc of an 8-mile radius circle centered at latitude 35°04'35" N., longitude 106°00'10" W., to latitude 35°11'20" N., longitude 106°01'20" W., thence N. via the arc of a 46-mile radius circle centered on the Albuquerque, N. Mex., VORTAC to latitude 35°14'00" N., longitude 106°02'05" W.

AMENDMENTS 5/29/67 32 F. R. 8080 (Changed)

Ottumwa, Iowa

That airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Ottumwa, Iowa, VORTAC 129° and 309° radials, extending from 5 miles NW to 12 miles SE of the VORTAC, and the airspace N of Ottumwa bounded on the N by V-6 S, and the SE by V-216 and on the SW by V-52.

PENDING AMENDMENT

Ottumwa, Iowa

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Ottumwa Industrial Airport (latitude 41°06'20" N., longitude 92°26'50" W.) and within 2 miles each side of the Ottumwa VORTAC 309° radial extending from the 6-mile radius area to 13 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of a line 5 miles south of and parallel to the Ottumwa 251° radial and the arc of a 25-mile radius circle centered on the Ottumwa VORTAC, thence clockwise along the arc of a 25-mile radius circle centered on the Ottumwa VORTAC, to and south along a line 5 miles east of and parallel to the Ottumwa VORTAC 026° radial, to and clockwise along the arc of a 15-mile radius circle centered on the Ottumwa VORTAC, to and west along a line 5 miles south of and parallel to the Ottumwa VORTAC 251° radial to the point of beginning.

AMENDMENTS 2/29/68 32 F. R. 20769 (Rewritten)

Owensboro, Ky.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 37°44'32" N., 87°09'57" W. of the Owensboro-Daviess County Airport, Owensboro, Ky., and within 5 miles NW and 8 miles SE of the Owensboro VOR 222° radial extending southwesterly from the VOR for 12 miles and within 5 miles W and 8 miles E of the Owensboro VOR 184° radial extending southerly from the VOR for 12 miles

Oxford, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the University-Oxford Airport (latitude 34°23'05" N., longitude 89°32'10" W.), and within 2 miles each side of the 257° bearing from the airport, extending from the 5-mile radius area to 8 miles W of the airport.

Oxford, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (39°30'10" N., 84°47'15" W.) of Miami University Airport, Oxford, Ohio, and within 2 miles each side of the Oxford, Ohio, RBN (39°30'27" N., 84°46'50" W.) 225° bearing extending from the 5-mile radius area to 11 miles southwest of the RBN.

AMENDMENTS 9/14/67 32 F. R. 11521 (Added)

Oxnard, Calif.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point Mugu RBN, excluding the portion within W-289; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 118°50'00" W., on the S by latitude 34°00'00" N., on the W by longitude 120°00'00" W., and on the N by a line extending from latitude 34°20'00" N., longitude 120°00'00" W to latitude 34°20'00" N., longitude 119°30'00" W to latitude 34°30'00" N., longitude 119°30'00" W to latitude 34°30'00" N., longitude 118°50'00" W., excluding the portions within W-289 and W-412; and that airspace extending upward from 5,000 feet MSL bounded on the N by latitude 34°20'00" N., on the E by longitude 120°00'00" W, on the S by latitude 34°00'00" N., and on the W by longitude 120°30'00" W, excluding the portion within Control 1176.

Paducah, Ky.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37°03'40" N., 88°46'20" W. of Barkley Field, Paducah, Ky.; within 2 miles each side of the Paducah VOR 225° radial extending from the 6-mile radius area to 8 miles SW of the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°13'25" N., 88°46'00" W. to 37°04'00" N., 88°32'00" W. to 36°44'50" N., 88°52'25" W. to 36°54'10" N., 89°06'10" W. to the point of beginning.

Pahokee, Fla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Palm Beach County Glades Airport (latitude 26°47'15" N., longitude 80°41'35" W.); within 2 miles each side of the Pahokee VORTAC 342° radial extending from the 5-mile radius area to 9 miles N of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the S by the S boundary of V-492, on the W and N by a 17-mile radius arc centered on the Pahokee VORTAC, on the E by the E boundary of V-51, including the area 6 miles W and 4 miles E of the Pahokee VORTAC 342° radial extending from the 17-mile radius arc to 20 miles N of the VORTAC and the area 5 miles each side of the VORTAC 166° radial extending from the VORTAC to 12 miles S of the VORTAC.

Painesville, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°40'00" N., 81°12'00" W., of Concord Airpark, Painesville, Ohio; within 2 miles each side of the Runway 12 centerline extended from the 5-mile radius area to 6 miles southeast of the end of the runway; within 2 miles each side of the Runway 20 centerline extended from the 5-mile radius area to 7 miles south of the end of the runway and within 2 miles each side of the Chardon VOR 350° radial extending from the 5-mile radius area to the VOR, excluding those portions within the Willoughby, Ohio, and Chagrin Falls, Ohio, transition areas.

AMENDMENTS 10/12/67 32 F. R. 12050 (Added)

Palacios, Tex.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Palacios VORTAC 308° radial extending from the VORTAC to 8 miles NW, and within 2 miles each side of the Palacios VORTAC 176° radial extending from the Palacios VORTAC to the intersection with the Matagorda Island AFB VOR 033° radial and within 2 miles each side of the Matagorda Island AFB VOR 033° radial extending from its intersection with the Palacios VORTAC 176° radial to 16 miles NE of the Matagorda Island AFB VOR.

Palm Beach, Fla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Palm Beach International Airport (latitude 26°41'00" N., longitude 80°05'41" W.); that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Palm Beach VORTAC; and that airspace NW of Palm Beach bounded on the E by V-3, on the S by the 30-mile radius circle, and on the W by the V-51 E alternate; excluding the portion within the arc of a 50-mile radius circle centered at Miami International Airport (latitude 25°47'34" N., longitude 80°17'10" W.), and the portion which coincides with the Pahokee, Fla., transition area.

Palmdale, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles S and 7 miles N of the Palmdale VORTAC 298° radial extending from the VORTAC to 18 miles NW; within 6 miles S and 12 miles N of the Palmdale VORTAC 298° and 118° radials extending from 11 miles NW to 13 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°36'30" N., longitude 118°45'00" W., to latitude 35°44'00" N., longitude 117°53'00" W., to latitude 36°07'00" N., longitude 117°53'00" W., to latitude 36°07'00" N., longitude 117°35'00" W., to latitude 35°36'00" N., longitude 117°26'00" W., to latitude 35°25'00" N., longitude 117°26'00" W., to latitude 35°25'00" N., longitude 117°16'52" W., to latitude 35°15'56" N., longitude 117°16'52" W., to latitude 35°15'56" N., longitude 117°06'30" W., to latitude 35°34'30" N., longitude 116°29'40" W., to latitude 35°34'30" N., longitude 116°23'30" W., to latitude 35°28'35" N., longitude 116°18'45" W., to latitude 35°21'30" N., longitude 116°13'00" W., to latitude 34°43'00" N., longitude 116°13'00" W., thence W along latitude 34°43'00" N., to the SE boundary of V-21, thence along the SE boundary of V-21 to latitude 34°30'00" N., thence W along latitude 34°30'00" N., to longitude 118°20'00" W., thence N along longitude 118°20'00" W., to the S boundary of V-137, thence W along the S boundary of V-137 to longitude 118°45'00" W., thence to point of beginning.

Palmer, Mass.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°13'25" N., 72°18'45" W., of Metropolitan Airport, Palmer, Mass.; within 2 miles each side of the runway 4 centerline extended from the 5-mile radius area to 9 miles northeast of the end of the runway; within 2 miles each side of the runway 22 centerline extended from the 5-mile radius area to 9 miles southwest of the end of the runway, and within 2 miles each side of the 202° bearing from the Palmer, Mass., RBN, 42°13'26" N., 72°18'47" W., extending from the 5-mile radius area to 8 miles south of the RBN, excluding the portion which coincides with the Chicopee Falls, Mass., transition area.

AMENDMENT 8/17/67 32 F.R. 10508 (Added)

Palm Springs, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Palm Springs Airport (latitude 33°49'36" N., longitude 116°30'18" W.), within 2 miles NE and 5 miles SW of the Palm Springs VOR 120° and 300° radials, extending from 3 miles NW to 8.5 miles SE of the VOR, and within 3 miles S of the 104° bearing from the Palm Springs Airport, extending from the 5-mile radius area to 10 miles E of the airport.

AMENDMENTS 3/30/67 32 F. R. 487 (Added)

Pampa, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Perry Le Fors Airport (latitude 35°36'25" N., longitude 100°59'55" W.), and within 2 miles each side of the 001° bearing from the Pampa RBN (latitude 35°36'40" N., longitude 100°59'45" W.), extending from the 7-mile radius area to 8 miles north of the RBN.

AMENDMENTS 10/12/67 32 F. R. 11632 (Added)

Panama City, Fla.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Panama City-Bay County Airport (latitude 30°12'41" N., longitude 85°40'57" W.); within an 8-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); excluding the airspace outside of the continental limits of the United States; and that airspace extending upward from 1200 feet above the surface bounded by a line beginning at:

Latitude 29°43'10" N., longitude 85°27'00" W.; to latitude 30°04'00" N., longitude 85°56'00" W.: to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°44'50" N., longitude 86°07'15" W.; thence along the S boundary of V-22 and the W boundary of V-7W to latitude 29°52'30" N.; to latitude 29°52'30" N., longitude 84°34'40" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

AMENDMENTS 7/20/67 32 F. R. 7391 (Changed)

Paragould, Ark.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Paragould Municipal Airport (latitude 36°03'52" N., longitude 90°30'45" W.), and within 2 miles each side of the 235° bearing from the Paragould RBN (latitude 36°03'52" N., longitude 90°30'45" W.), extending from the 7-mile radius area to 8 miles southwest of the RBN.

AMENDMENTS 12/7/67 32 F. R. 13806 (Added)

Paris, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Cox Field, Paris, Tex. (latitude 33°38'17" N., longitude 95°26'54" W.), and within 2 miles each side of the Paris, Tex., VOR 357° radial extending from the 6-mile radius area to the VOR; and that airspace extending upward from 1200' above the surface within the area bounded by a line beginning at latitude 33°08'00" N., longitude 95°18'00" W.; to latitude 33°07'00" N., longitude 95°41'00" W.; to latitude 33°49'00" N., longitude 95°34'00" W.; to latitude 33°49'00" N., longitude 95°18'00" W.; to point of beginning.

Parker, Calif.

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Parker VORTAC 071° and 251° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Parkersburg, W. Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°21'00" N., 81°26'15" W., of Wood County Airport, Parkersburg, W. Va.; within 2 miles each side of the Parkersburg VOR 208° and 028° radials extending from the 6-mile radius area to 8 miles northeast of the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°40'00" N., 81°47'00" W., to 39°40'00" N., 81°30'00" W., to 39°43'00" N., 81°13'00" W., to a point on the Imperial, Pa., VOR 60 mile arc at 39°53'15" N., 81°03'15" W., thence counterclockwise along this arc to the 202° radial; thence to 39°00'00" N., 81°04'00" W., to 39°00'00" N., 81°43'40" W. to the point of beginning.

Park Rapids, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Park Rapids, Minn., Municipal Airport (latitude 46°53'54" N., longitude 95°04'18" W.); and within 2 miles each side of the 132° bearing from Park Rapids Municipal Airport extending from the 5-mile radius area to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the 312° and 132° bearings from Park Rapids Municipal Airport extending from 7 miles NW to 14 miles SE of the airport excluding the area N of latitude 47°00'00" N.

Parsons, Kansas

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Tri-City Airport (latitude 37°20'00" N., longitude 95°30'30" W.), and within 5 miles E and 8 miles W of a 359° bearing from the Tri-City Airport, extending from the Airport to a point 12 miles N; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 5 miles SW of the Oswego VOR 306° radial extending from the Oswego VOR to the Tri-City Airport, and within 5 miles E and 5 miles W of the Chanute VOR 166° radial extending from the Chanute VOR to the Tri-City Airport excluding the Oswego and Chanute transition areas.

Pascagoula, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jackson County Airport (latitude 30°22'43" N., longitude 88°29'37" W.) within 2 miles each side of a 082° bearing from the Jackson County Airport extending from the 5-mile radius area to 8 miles E of the airport and within 2 miles each side of a 272° bearing from the Jackson County Airport extending from the 5-mile radius area to 11 miles W of the airport.

Pasco, Wash.

That airspace extending upward from 700 feet above the surface, within 5 miles southwest and 8 miles northeast of the Pasco VOR 132° radial, extending from the VOR to 12 miles southeast of the VOR, within 5 miles southeast and 8 miles northwest of the Pasco 036° and 216° radials, extending from 12 miles northeast to 3 miles southwest of the VOR, within 2 miles each side of the Pasco 250° radial, extending from the VOR to 12 miles west of the VOR, and within 2 miles each side of the Pasco 276° radial, extending from the VOR to 9 miles west of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles southwest and 8 miles northeast of the Pasco 132° and 312° radials, extending from 8 miles northwest to 18 miles southeast of the VOR, excluding the portion within Restricted Area R-6715.

AMENDMENTS 8/17/67 32 F. R. 8080 (Rewritten)

Paso Robles, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Paso Robles VORTAC 332° and 342° radials, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.) to 10 miles NW of the VOR, and within 2 miles each side of the Paso Robles VORTAC 149° radial, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport to 8 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 12 miles NE and 7 miles SW of the Paso Robles VORTAC 149° and 329° radials, extending from 20 miles SE to 9 miles NW of the VORTAC, and within 12 miles NE and 7 miles SW of the 142° and 322° radials, extending from 9 miles SE to 24 miles NW of the VORTAC.

Patuxent River, Md. NAS

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the NAS Patuxent River VOR, excluding the portion NW of a line extending from latitude 38°15'00" N., longitude 76°39'20" W., to latitude 38°26'20" N., longitude 76°14'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 37°55'30" N., longitude 76°46'00" W., to latitude 37°44'40" N., longitude 75°58'05" W., to latitude 38°15'20" N., longitude 75°40'05" W., to latitude 38°16'10" N., longitude 75°42'20" W., to latitude 38°23'00" N., longitude 75°38'00" W., to latitude 38°57'00" N., longitude 75°53'00" W., to latitude 38°47'00" N., longitude 76°16'00" W., to latitude 38°14'00" N., longitude 76°46'00" W., to latitude 38°14'00" N., longitude 77°04'00" W., to point of beginning. The portions within R-4002 and R-6609 are excluded.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed)

Peach Springs, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Peach Springs VORTAC 074° and 254° radials, extending from 9 miles W to 20 miles E of the VORTAC.

Pecos, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pecos, Tex., Municipal Airport (latitude 31°23'45" N., longitude 103°30'50" W.); and within 2 miles each side of the Pecos VOR 146° radial, extending from the 6-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 31°40'00" N., longitude 103°29'30" W., to latitude 31°40'00" N., longitude 103°48'00" W., to lat 31°09'00" N., longitude 103°48'00" W., to latitude 31°09'00" N., longitude 103°16'00" W., to latitude 31°30'00" N., longitude 103°16'00" W., to latitude 31°30'00" N., longitude 103°29'30" W., to point of beginning; excluding the portion of the 1,200 foot transition area within the Wink, Tex., transition area.

Pellston, Mich.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Pellston, Mich., Emmet County Airport (latitude 45°34'40" N., longitude 84°47'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Pellston VORTAC extending clockwise from a line 5 miles SW of and parallel to the Pellston VORTAC 310° radial to a line 5 miles W of and parallel to the Pellston VORTAC 180° radial, and within 8 miles NE and 5 miles SW of the 132° bearing from Emmet County Airport, extending from the airport to 12 miles SE of the airport.

AMENDMENTS 5/25/67 32 F. R. 5251 (Rewritten)

Pendleton, Oreg.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 45°41'30" N., longitude 118°47'24" W.; that airspace extending upward from 1,200 feet above the surface within 11 miles NE and 7 miles SW of the Pendleton VORTAC 137° radial extending from the 12-mile radius area to 39 miles SE of the VORTAC, within 10 miles S and 7 miles N of the Pendleton 254° radial extending from the 12-mile radius area to 33 miles W of the VORTAC, within 6 miles SW and 9 miles NE of the Pendleton 310° radial, extending from the 12-mile radius area to 30 miles NW of the VORTAC, within 5 miles NW of the 025° radial and 5 miles SE of the 049° radial, extending from the 12-mile radius area to an arc of a 35-mile radius circle centered on the Pendleton VORTAC, and within 5 miles SE of the 049° radial and 5 miles S of the 090° radial, extending from the 12-mile radius area to an arc of a 30-mile radius circle centered on the Pendleton VORTAC.

Pensacola, Fla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Pensacola Municipal Airport (latitude 30°28'30" N., longitude 87°11'20" W.); within a 7-mile radius of NAAS Saufley Field (latitude 30°28'15" N., longitude 87°20'30" W.); within 5 miles W and 8 miles E of the Pensacola ILS localizer N course, extending from the airport to 12 miles N of the OM; within 5 miles SW and 8 miles NE of the 314° bearing from the Pensacola OM, extending from the OM to 12 miles NW of the OM; within 5 miles NW and 8 miles SE of the 219° bearing from the Navy Saufley RBN, extending from the RBN to 12 miles SW of the RBN; within 7 miles each side of the NAS Pensacola (Forrest Sherman Field) (latitude 30°21'15" N., longitude 87°19'00" W.), runway 6/24 centerline, extending from 12 miles E to 12 miles W of NAS Pensacola; within 7 miles each side of the NAS Pensacola runway 18/36 centerline, extending from NAS Pensacola to 12 miles S of the airport; within a 7-mile radius of NAAS Whiting (North), Milton, Fla. (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the 315° bearing from the Navy Whiting RBN, extending from the 7-mile radius area to 12 miles NW of the RBN; within 2 miles each side of the Navy Whiting VOR 320° radial, extending from the 7-mile radius area to 12 miles NW of the VOR; within 2 miles each side of the Navy Whiting TACAN 309° radial, extending from the 7-mile radius area to 8 miles NW of the TACAN, excluding the portion within W-155; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the arc of a 25-mile radius circle centered at NAAS Saufley Field, and latitude 30°15'30" N., SW of Saufley, thence clockwise along this arc to latitude 30°44'20" N., thence to latitude 30°58'45" N., longitude 87°36'00" W., thence clockwise along the arc of a 34.5-mile radius circle centered at the Navy Whiting RBN to longitude 87°10'30" W., thence SE to the INT of the arc of a 30-mile radius circle centered on the Crestview, Fla., VORTAC, and longitude 87°04'00" W., thence clockwise along this arc to the W boundary of V-115, thence S along the W boundary of V-115 to the NW boundary of V-22, thence to latitude 30°45'40" N., longitude 86°39'45" W., to latitude 30°42'45" N., longitude 86°45'45" W., to latitude 30°38'45" N., longitude 86°55'00" W., to latitude 30°35'35" N., longitude 86°56'40" W., thence clockwise along the arc of a 25-mile radius circle centered at NAAS Saufley Field to latitude 30°22' 05" N., thence to latitude 30°21'15" N., longitude 87°00'50" W., to latitude 30°18'00" N., longitude 86°59'30" W., to latitude 30°14'30" N., longitude 87°14'30" W., to the INT of the arc of a 38-mile radius circle centered at NAAS Saufley Field, and latitude 29°55'00" N., thence clockwise along this arc to longitude 87°49'00" W., and thence to the point of beginning, excluding the portion within the Fort Rucker, Ala., transition area.

Peoria, Ill.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Peoria Airport (latitude 40° 39' 45" N., longitude 89° 41' 35" W.); within 2 miles each side of the Greater Peoria Airport ILS localizer SE course, extending from the 8-mile radius area to 8 miles SE of the OM; within 8 miles SW and 5 miles NE of the Peoria VORTAC 279° radial, extending from the 8-mile radius area to 12 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 41° 10' 10" N., on the E by longitude 88° 40' 00" W., on the S by latitude 40° 20' 00" N., and on the W by longitude 90° 00' 00" W.

PENDING AMENDMENT

Peoria, Ill.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Greater Peoria Airport (latitude 40°39'45" N., longitude 89°41'35" W.); within 2 miles each side of the Greater Peoria Airport ILS localizer southeast course, extending from the 8-mile radius area to 8 miles southeast of the OM; within 8 miles southwest and 5 miles northeast of the Peoria VORTAC 279° radial, extending from the 8-mile radius area to 12 miles west of the VORTAC; within a 5-mile radius of Mount Hawley Auxiliary Airport (latitude 40°47'35" N., longitude 89°36'50" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 41°10'10" N., on the east by longitude 88°40'00" W., on the south by latitude 40°20'00" N., and on the west by longitude 90°00'00" W.

AMENDMENTS 2/1/68 32 F. R. 17575 (Rewritten)

Perryton, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Perryton Airport (latitude 36° 24' 45" N., longitude 100° 45' 00" W.), and within 2 miles each side of the 101° bearing from the Perryton RBN (latitude 36° 24' 46" N., longitude 100° 44' 17" W.) extending from the 5-mile radius area to 8 miles E. of the RBN; that airspace extending upward from 1,200 feet above the surface within 5 miles N. and 8 miles S. of the 281° and 101° bearings from the Perryton RBN, extending from 7 miles W. to 14 miles E. of the RBN, and within 5 miles each side of the 101° bearing from the Perryton RBN extending from the RBN to 23 miles E.

Perryville, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Perryville, Mo., Municipal Airport (latitude 37°51'55" N., longitude 89°51'45" W.) and within 2 miles each side of the Farmington, Mo., VORTAC 057° radial extending from the 8-mile radius area to 15 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area beginning at the intersection of lines 5 miles southwest of and parallel to the Farmington VORTAC 336° and 120° radials, thence northwest along a line 5 miles southwest of and parallel to the Farmington VORTAC 336° radial to and clockwise along the arc of a 13-mile radius circle centered on the Farmington VORTAC, to and northwest along a line 5 miles southwest of and parallel to the Farmington VORTAC 120° radial, to the point of beginning, and within 5 miles each side of the Farmington VORTAC 057° radial extending from the 13-mile radius area to 15 miles northeast of the VORTAC.

AMENDMENTS 10/12/67 32 F. R. 12112 (Added)

Peru, Ind.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Bunker Hill AFB, Peru, Ind. (latitude 40°39'40" N., longitude 86°08'30" W.); within 8 miles southeast of the Kokomo, Ind., VORTAC 040° radial extending from the VORTAC to 12 miles northeast of the VORTAC; within 5 miles southwest and 8 miles northeast of the Kokomo VORTAC 131° radial extending from the VORTAC to 12 miles southeast of the VORTAC; within a 5-mile radius of Logansport, Ind., Municipal Airport (latitude 40°42'35" N., longitude 86°22'45" W.); and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 85°50'00" W.; to latitude 40°30'00" N., longitude 85°50'00" W.; thence to point of beginning, excluding the portion that coincides with the Marion, Ind., transition area.

AMENDMENTS 10/12/67 32 F. R. 12112 (Rewritten)

PENDING AMENDMENT

Peru, Ind.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Bunker Hill AFB (latitude 40°39'40" N., longitude 86°08'30" W.); within a 6½-mile radius of Kokomo Municipal Airport (latitude 40°31'45" N., longitude 86°03'30" W.); and within a 5-mile radius of Logansport Municipal Airport (latitude 40°42'40" N., longitude 86°22'35" W.); and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°07'00" N., longitude 86°33'00" W.; to latitude 41°00'00" N., longitude 85°50'00" W.; to latitude 40°30'00" N., longitude 85°50'00" W.; to point of beginning.

AMENDMENTS 2/1/68 32 F. R. 17575 (Rewritten)

Philadelphia, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Philadelphia International Airport(latitude 39° 52' 30" N., longitude 75° 14' 20" W.); within 2 miles each side of the Philadelphia International Airport ILS localizer W course, extending from the OM to 8 miles W of the OM; within a 5-mile radius of the Bridgeport, N. J., Airport (latitude 39° 47' 40" N., longitude 75° 20' 25" W.); within 2 miles each side of the 329° bearing from the Philadelphia ILS OM, extending from the OM to 8 miles NW of the OM; within 2 miles each side of the Woodstown, N. J., VOR 350° radial, extending from the VOR to 10 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40° 30' 00" N., longitude 75° 20' 30" W., to latitude 40° 30' 00" N., longitude 75° 00' 00" W., to latitude 40°24'20" N., longitude 74°45'40" W., to latitude 40°16'10" N., longitude 74°39'20" W., to latitude 40° 00' 35" N., longitude 74° 54' 35" W., to latitude 39° 53' 00" N., longitude 74° 48' 00" W., to latitude 39° 43' 00" N., longitude 74° 48' 00" W., to latitude 39° 18' 20" N., longitude 75° 36' 40" W., to latitude 39° 50' 00" N., longitude 76° 19' 40" W., to latitude 39° 50' 00" N., longitude 75° 44' 00" W., to latitude 40° 05' 00" N., longitude 75° 44' 00" W., to latitude 40° 05' 00" N., longitude 75° 25' 40" W., to latitude 40° 07' 00" N., longitude 75° 22' 00" W., to point of beginning excluding the portion within 8 miles W and 5 miles E of the 328° bearing from latitude 39° 25' 02" N., longitude 75° 08' 07" W., extending from latitude 39° 25' 02" N., longitude 75° 08' 07" W., to 12 miles NW.

AMENDMENTS 6/27/67 32 F. R. 9643 (Changed)

Philip, S. Dak.

That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the Philip, S. Dak. VOR 102° and 282° radials extending from 14 miles W to 8 miles E of the VOR.

Philipsburg, Pa.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 40°53'05" N., 78°05'15" W., of Mid-State Airport, Philipsburg, Pa., within 2 miles each side of the Philipsburg VOR 067° radial extending from the 10-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the 342° bearing from the Philipsburg RBN extending from the 10-mile radius area to 8 miles NW of the RBN.

Phoenix, Ariz.

That airspace extending upward from 700 feet above the surface, bounded by a line beginning at:

Latitude 33°40'00" N., longitude 112°29'00" W., thence to latitude 33°40'00" N., longitude 112°15'00" W., thence to latitude 33°23'00" N., longitude 111°30'00" W., thence to latitude 33°14'00" N., longitude 111°30'00" W., thence to latitude 33°10'00" N., longitude 111°36'00" W., thence to latitude 33°21'00" N., longitude 112°15'00" W., thence to latitude 33°21'00" N., longitude 112°30'00" W., thence to latitude 33°22'30" N., longitude 112°30'00" W., thence to latitude 33°22'30" N., longitude 112°41'30" W., thence to latitude 33°31'30" N., longitude 112°41'30" W., thence to latitude 33°31'30" N., longitude 112°29'00" W., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 112°30'00" W.; thence to latitude 34°10'00" N., longitude 111°30'00" W.; thence to latitude 34°00'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 112°00'00" W.; thence to latitude 32°51'00" N., longitude 112°30'00" W.; thence to latitude 32°51'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 112°43'00" W.; thence to the point of beginning.

Picayune, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Picayune Municipal Airport (latitude 30° 31' 20" N., longitude 89° 42' 25" W.), and within 2 miles each side of the Picayune VOR 332° radial, extending from the 5-mile radius area to 8 miles NW of the VOR.

Pierre, S. Dak.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Pierre Municipal Airport (latitude 44°22'50" N., longitude 100°17'15" W.); within 2 miles each side of the Pierre VOR 086° radial, extending from the 8-mile radius area to 12 miles E of the VOR; and within 2 miles each side of the Pierre VOR 266° radial, extending from the 8-mile radius area to 20 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the Pierre VOR 086° and 266° radials, extending from 3 miles W to 12 miles E of the VOR; within the arc of a 29-mile radius circle centered on the Pierre VOR; extending clockwise from a line 5 miles NW of and parallel to the Pierre VOR 056° radial to a line 5 miles S of and parallel to the Pierre VOR 086° radial; and within the arc of a 24-mile radius circle centered on the Pierre VOR, extending clockwise from a line 6 miles S of and parallel to the Pierre VOR 253° radial to the Pierre VOR 302° radial.

Pine Bluff, Ark.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Grider Field latitude 34°10'35" N., longitude 91°55'55" W.); within 5 miles east and 8 miles west of the Pine Bluff VORTAC 006° radial, extending from the VORTAC to 12 miles north; and within 2 miles each side of the Pine Bluff VORTAC 185° radial, extending from 10.5 miles south of the VORTAC to 18.5 miles south.

AMENDMENTS 12/7/67 32 F. R. 13453 (Rewritten)

Piqua, Ohio

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°10' 00" N., 84°19'00" W. of Piqua Airport, Piqua, Ohio; and within 2 miles each side of the Dayton VOR 024° radial extending from the 4-mile radius area to the VOR.

Pitman, N. J.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 39°45' 00" N., 75°08'00" W. of Pitman Airport, Pitman, N. J., and within 2 miles each side of the Woodstown, N. J., VOR 047° radial extending from the 4-mile radius area to the VOR, excluding that portion within the Philadelphia Pa., transition area, effective from sunrise to sunset, daily.

Pittsburgh, Pa.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within an 8-mile radius of Allegheny County Airport, Pittsburgh, Pa. (latitude 40° 21' 15" N., longitude 79° 55' 40" W.), and the airspace within tangent lines extending from the Greater Pittsburgh 8-mile radius area to the Allegheny County 8-mile radius area; within 2 miles each side of the Greater Pittsburgh Runway 10-L-ILS localizer west course extending from the 8-mile radius area to the Creek, Pa., RBN, and within 2 miles each side of the Allegheny RBN 257° bearing, extending from the Allegheny County 8-mile radius area to 8 miles W of the RBN; and that airspace extending upward from 1,200 feet, above the surface within a 37-mile radius of the Imperial, Pa., VORTAC, extending clockwise from the 249° to the 202° radials; within a 60-mile radius of the Imperial VORTAC, extending clockwise from the 202° to the 249° radials, excluding the portion N of a line extending from latitude 40° 56' 40" N., longitude 80° 36' 00" W., to latitude 40° 57' 00" N., longitude 80° 30' 00" W., to latitude 41° 01' 00" N., longitude 80° 08' 00" W.

AMENDMENTS 9/14/67 32 F. R. 11519 (Changed)

Pittsfield, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°46'05" N., 69°22'40" W., of Pittsfield Municipal Airport, Pittsfield, Maine and within 2 miles each side of the Burnham, Maine, RBN (44°41'50" N., 69°21'30" W.) 350° and 170° bearings extending from the 5-mile radius area to 8 miles south of the RBN.

AMENDMENTS 2/2/67 31 F. R. 14771 (Added)

Pittsfield, Mass.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 42°25'36" N., 73°17'30" W., of Pittsfield Airport, Pittsfield, Mass.; within 2 miles each side of the Pittsfield RBN 059° bearing extending from the 7-mile radius area to 8 miles northeast of the RBN; and within 2 miles each side of the Chester VOR 299° radial extending from the 7-mile radius area to 10 miles northwest of the VOR.

Plainview, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hale County Airport, Plainview, Tex., (latitude 34°10'10" N., longitude 101°43'00" W.).

Plattsburgh, N. Y.

That airspace extending upward from 700 feet above the surface within a 13-mile radius of the cneter, 44°39' 05" N., 73°28'10" W., of Plattsburgh AFB, Plattsburgh, N. Y.; within 2 miles each side of the airport ILS localizer north course extending from the 13-mile radius area to 12 miles north of the OM; within 2 miles each side of the Plattsburgh VOR 033° radial extending from the 13-mile radius area to 8 miles northeast of the VOR.

AMENDMENTS 6/22/67 32 F. R. 7253 (Changed)

Plymouth, Mass.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°54' 36" N., 70°43'44" W., of Plymouth Municipal Airport, Plymouth, Mass., and within 2 miles each side of the Whitman, Mass., VOR 129° radial extending from the 5-mile radius area to the VOR, excluding that airspace which coincides with the Boston, Mass., and Taunton, Mass., 700-foot transition areas.

PENDING AMENDMENT

Plymouth, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mettetal Airport (latitude 42°20'55" N., longitude 83°27'25" W.); and within 2 miles each side of the Salem, Mich., VORTAC 120° and 126° radials, extending from the 5-mile radius area to the VORTAC, excluding the portion which overlies the Detroit, Mich., 700-foot floor transition area and the Salem, Mich., transition area.

AMENDMENTS 2/1/68 32 F. R. 17576 (Added)

Pocatello, Idaho

That airspace extending upward from 700 feet above the surface within 5 miles SE and 4 miles NW of the Pocatello ILS localizer NE course, extending from the arc of a 5-mile radius circle centered on the Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.) to 8 miles NE of the OM; within the area bounded on the W by a line 2 miles W of and parallel to the Pocatello VOR 015° radial, on the SE by a line 4 miles NW of and parallel to the Pocatello ILS localizer NE course, on the NE by the arc of a 13-mile radius circle centered on the Pocatello VOR, and on the S by the arc of a 5-mile radius circle centered on the Pocatello Municipal Airport; that airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Pocatello VOR 167° radial, extending from the VOR to 18 miles S of the VOR; within 9 miles N and 8 miles S of the Pocatello VOR 252° radial, extending from the VOR to 18 miles SW of the VOR; within 6 miles SE and 10 miles NW of the Pocatello VOR 045° radial, extending from the VOR to 27 miles NE of the VOR, and that airspace NE of Pocatello bounded on the SE by a line 5 miles SE of and parallel to the Idaho Falls, Idaho, VOR 206° radial, on the SW by a line extending from latitude 43°06'30" N., longitude 112°13'30" W., to latitude 43°09'00" N., longitude 112°17'00" W., on the NW by V-21 and on the NE by latitude 43°17'00" N.

Point Barrow, Alaska

That airspace extending upward from 700 feet above the surface within a 17-mile radius of latitude 71°18'00" N., longitude 156°43'00" W. This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Alaska Airman's Guide and Chart Supplement.

AMENDMENTS 11/9/67 32 F. R. 13117 (Added)

Point Reyes, Calif.

That airspace extending upward from 1,200 feet above the surface N of Point Reyes bounded on the NE and E by V-27, on the SW by V-107, and on the W by V-199; and W of Point Reyes bounded on the E by V-199; on the S by Control 1173, on the W by a line extending from latitude 38°02'35" N., longitude 123°14'25" W. to latitude 38°17'30" N., longitude 123°16'45" W., to latitude 38°25'30" N., longitude 123°23'00" W., to 38° 43'30" N., longitude 123°23'15" W., and on the N by latitude 38°43'30" N.

AMENDMENTS 6/27/67 32 F. R. 9643 (Changed)

Ponca City, Okla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ponca City Municipal Airport (latitude 36° 43' 40" N., longitude 97° 05' 50" W.) within 2 miles each side of the Ponca City VORTAC 289° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an 8-mile radius of the Ponca City Municipal Airport; within 8 miles SE and 5 miles NW of the 225° bearing from the Ponca City RBN, extending from the 8-mile radius area to 13 miles SW of the RBN; within 8 miles SW and 5 miles NE of the Ponca City VORTAC 289° radial, extending from the 8-mile radius area to 13 miles NW of the VORTAC, and within 8 miles W and 5 miles E of the 359° bearing from the Ponca City RBN, extending from the RBN to 16 miles N of the RBN.

Ponce, P. R.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of Mercedita Airport, Ponce, P. R. (latitude 18°00'40" N., longitude 66°33'50" W.) north of latitude 18°00'00" N., and within an 8-mile radius of Mercedita Airport south of latitude 18°00'00" N.

AMENDMENTS 12/7/67 32 F. R. 14153 (Added)

Pontiac, Michigan

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.) and within 5 miles N and 8 miles S of the Pontiac VOR 091° and 271° radials extending from 2 miles E to 12 miles W of the Pontiac VOR.

Portal, Ariz.

That airspace extending upward from 1,200 feet above the surface within 13 miles north and 8 miles south of the Cochise, Ariz., VORTAC 096° radial extending from 20 miles east to 56 miles east of the VORTAC, and that airspace extending upward from 1,200 feet above the surface bounded on the northeast by V-198, on the south by V-16, and on the west by longitude 108°49'00" W.

AMENDMENTS 11/9/67 32 F. R. 13454 (Rewritten)

Port Angeles, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Clallam County Airport, Port Angeles, Wash. (latitude 48°07'20" N., longitude 123°29'40" W.); within a 5-mile radius of CGAS Port Angeles (latitude 48°08'30" N., longitude 123°24'45" W.), within 2 miles N and 5 miles S of the Port Angeles VOR 093° radial, extending from the VOR to 12 miles E of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the E by the W edge of V-440, on the S by latitude 48°03'00" N., on the W by longitude 123°35'00" W. and on the N by the United States/Canadian border.

AMENDMENTS 2/2/67 32 F. R. 266 (Changed)

Port Huron, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of St. Clair County Airport, Port Huron, Mich. (latitude 42°54'45" N., longitude 82°31'35" W) and within 2 miles each side of the 229° and 341° bearings from St. Clair County Airport extending from the 5-mile radius area to 8 miles SW and N of the airport, excluding the portion outside the United States.

AMENDMENTS 5/25/67 32 F. R. 5252 (Rewritten)

Portland, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Portland Municipal Airport (latitude 43°38'50" N., longitude 70°18'30" W.), and within 2 miles each side of the Portland ILS localizer W course, extending from the 7-mile radius area to 8 miles W of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°59'00" N., longitude 69°16'00" W., thence to latitude 43°50'00" N., longitude 69°18'00" W., to latitude 43°44'00" N., longitude 69°19'42" W., thence SW via the W boundary of Warning Area W-103 to latitude 42°45'00" N., longitude 70°37'00" W., thence to latitude 42°53'00" N., longitude 71°05'00" W., to latitude 43°45'00" N., longitude 71°09'00" W., to latitude 44°06'00" N., longitude 70°43'00" W., to latitude 44°02'05" N., longitude 70°37'30" W., to latitude 44°13'30" N., longitude 70°11'30" W., to latitude 44°12'00" N., longitude 70°10'00" W., to latitude 44°05'00" N., longitude 70°23'00" W., to latitude 43°55'00" N., longitude 70°28'00" W., to latitude 43°50'00" N., longitude 70°12'00" W., to latitude 44°03'00" N., longitude 70°06'00" W., to latitude 44°09'00" N., longitude 69°57'00" W., thence counterclockwise via the arc of a 14-mile radius circle centered on the Augusta, Maine VOR to latitude 44°09'00" N., longitude 69°39'00" W., thence to the point of beginning, including that airspace outside of the continental control area extending upward from FL 240 to FL 300, inclusive, within an 18-mile radius of latitude 42°59'50" N., longitude 70°45'30" W.

AMENDMENTS 4/22/67 32 F. R. 6346 (Changed)

Portland, Oreg.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of the Portland International Airport (latitude 45°35'20" N., longitude 122°35'35" W.), that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Portland International Airport and the airspace NW of Portland extending from the 30-mile radius area bounded on the S by latitude 45°38'00" N., on the W by longitude 123°17'00" W., and on the N by V-112; that airspace extending upward from 4,500 feet m.s.l. NW of Portland bounded on the S by V-112, on the W by longitude 123°17'00" W., on the N by latitude 46°11'00" N., and on the E by V-99, that airspace N of Portland extending from the 30-mile radius area bounded on the W by V-99, on the N by latitude 46°25'00" N., and on the E by V-287; that airspace extending upward from 6,500 feet m.s.l. W of Portland extending from the 30-mile radius area bounded on the SE by V-99, on the W by V-27, and on the N by V-112, that airspace N of Portland extending from the 30-mile radius area bounded on the W by V-287, on the N by the arc of a 40-nautical mile radius circle centered on McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'05" W.), and on the E by longitude 122°16'00" W.; that airspace extending upward from 8,500 feet m.s.l. NE, E, and SE of Portland within a 60-mile radius of the Portland Airport, extending from the 30-mile radius area clockwise from the Portland VORTAC 036° radial to the E boundary of V23E, excluding the airspace within Federal airways and the airspace within the arcs of 44- and 60-mile radius circles centered on the Portland Airport bounded on the N by the Portland VORTAC 118° radial and on the S by the Newberg, Oreg., VORTAC 092° radial.

Portsmouth, N. H. (Pease AFB)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Pease AFB (latitude 43°04'40" N., longitude 70°49'25" W.); within 2 miles each side of the extended centerline of Runway 16, extending from the 11-mile radius area to 13 miles SE of the lift-off end of the runway.

AMENDMENTS 4/22/67 32 F. R. 6346 (Changed)

Portsmouth, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 38°50'26" N, 82°50'50" W, of Scioto County Airport, Portsmouth, Ohio; within 2 miles each side of a 178° bearing from the Portsmouth RBN 38°46'54" N, 82°50'42" W extending from the 8-mile radius area to 8 miles S of the RBN.

Pottstown, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°15'37" N., 75°40'09" W., of Pottstown Municipal Airport, Pottstown, Pa.; within a 5-mile radius of the center, 40°14'15" N., 75°33'45" W., of Pottstown Airport, Pottstown, Pa.; within 2 miles each side of the centerline of Runway 1, Pottstown Municipal Airport, extended from the 6-mile radius area to 8 miles north of the end of the runway; within 5 miles east and 8 miles west of the Pottstown, Pa., VOR 190° radial extending from the VOR to 12 miles south of the VOR.

Pottsville, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°42'25" N., 76°22'40" W., of Schuylkill County (Zerbey) Airport, Pottsville, Pa.; and within 2 miles each side of the Ravine, Pa., VOR 049° radial extending from the 6-mile radius area to 9 miles northeast of the VOR.

AMENDMENTS 11/9/67 32 F. R. 13270 (Added)

Poughkeepsie, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 41°37'40" N., 73°53'00" W. of Dutchess County Airport, Poughkeepsie, N. Y., and within 2 miles each side of the Kingston VOR 025° radial extending from the 7-mile radius area to 8 miles NE of the VOR excluding that portion coinciding with the Newburgh transition area.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 42°02'00" N., 73°16'00" W. to 41°49'00" N., 73°16'00" W. to 41°31'00" N., 73°20'00" W. to 41°31'00" N., 73°54'00" W. to 41°27'00" N., 73°54'00" W. to 41°19'00" N., 73°57'00" W. to 41°19'00" N., 74°33'00" W. to 41°31'00" N., 75°07'00" W. to 42°00'00" N., 75°00'00" W. to point of beginning.

Pratt, Kansas

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pratt Municipal Airport (latitude 37° 42' 10" N., longitude 98° 44' 55" W.), within 2 miles each side of the 352° bearing from Pratt Municipal Airport, extending from the 6-mile radius area to 8 miles N of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 352° bearing from Pratt Municipal Airport, extending from the airport to 12 miles N of the airport, within 5 miles each side of the 352° bearing from Pratt Municipal Airport, extending from the airport to 17 miles N of the airport, and within 5 miles each side of the 272° bearing from Pratt Municipal Airport, extending from the airport to 8 miles W of the airport.

Prescott, Ariz.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Prescott VORTAC 123° and 303° radials, extending from the arc of a 5-mile radius circle centered on the Prescott Airport (latitude 34°39'10" N., longitude 112°25'15" W.) to 8 miles NW of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Prescott VORTAC, extending clockwise from a line 5 miles W of and parallel to the Prescott VORTAC 340° radial to a line 5 miles W of and parallel to the VORTAC 159° radial, and that airspace within a 12-mile radius of the Prescott VORTAC, extending clockwise from a line 5 miles W of and parallel to the Prescott VORTAC 159° radial to a line 5 miles W of and parallel to the VORTAC 340° radial.

Presque Isle, Maine

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 46°41'30" N., 68°02'30" W., of Presque Isle Airport, Presque Isle, Maine; within 2 miles each side of the Presque Isle VOR 339° radial extending from the 8-mile radius area to 8 miles north of the VOR; within 2 miles each side of the Spragueville RBN 169° bearing extending from the 8-mile radius area to 8 miles south of the RBN; within a 5-mile radius of the center, 46°52'14" N., 68°01'07" W., of Caribou Airport, Caribou, Maine; within an 8-mile radius of the center, 46°57'05" N., 67°53'10" W., of Loring AFB, Limestone, Maine; within 2 miles each side of the Loring TACAN 348° radial extending from the Loring 8-mile radius area to 12 miles north of the TACAN; within 2 miles each side of the Loring ILS localizer south course extending from the Loring 8-mile radius area to 12 miles south of the OM, excluding the portion outside the United States.

That airspace extending upward from 1,200 feet above the surface within a 40-mile radius of the center of Loring AFB excluding the portion outside of the United States.

AMENDMENTS 8/23/67 32 F. R. 12111 (Changed)

Priest, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-107, on the S by latitude 35° 55' 00" N., and the arc of a 20-mile radius circle centered on the Paso Robles, Calif., VOR, on the W by V-25 E, and on the N by V-111, excluding the portion within the Lemoore, Calif., transition area.

Princeton, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Princeton Airport (latitude 45°12'05" N., longitude 67°34'00" W.); and within 2 miles each side of the Princeton VOR 143° radial, extending from the 5-mile radius area to the VOR.

Princeton, N.J.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°23'55" N., 74°39'30" W., of Princeton Airport within 2 miles each side of the Solberg, N.J., VOR 161° radial extending from the 4-mile radius area to the VOR; and within 2 miles each side of the runway 27 centerline extended from the 4-mile radius area to 6 miles west of the end of the runway.

Providence, R. I.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Theodore Francis Green Airport, Providence, R. I., (latitude 41°43'30" N., longitude 71°25'48" W.), within 2 miles each side of the Providence ILS localizer NE course, extending from the 8-mile radius area to the intersection of the Putnam, Conn., VORTAC 106° radial, within 5 miles SE and 8 miles NW of the Providence ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM, within a 12-mile radius of NAS Quonset Point, R. I., (latitude 41°35'55" N., longitude 71°24'50" W.), within a 7-mile radius of the New Bedford, Mass., Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.), within 8 miles SE and 11 miles NW of the New Bedford ILS localizer SW course, extending from the localizer to 12 miles SW of the OM, within a 5-mile radius of the Fall River, Mass., Municipal Airport (latitude 41°45'15" N., longitude 71°06'40" W.), and within 2 miles each side of the 050° bearing from the Fall River, Mass., RBN, extending from the 5-mile radius area to 8 miles northeast of the RBN; and that airspace extending upward from 1.200 feet above the surface bounded by a line beginning at latitude 41°12'45" N., longitude 70°42'30" W.; to latitude 41°07'10" N., longitude 71°09'00" W.; to latitude 41°05'15" N., longitude 71°22'05" W.; to latitude 41°03'35" N., longitude 71°31'40". W.; to latitude 41°00'35" N., longitude 72°05'00" W., thence to latitude 41°18'00" N., longitude 72°30'30" W.; to latitude 41°40'00" N., longitude 72°08'00" W.; to latitude 41°55'00" N., longitude 71°59'00" W.; to latitude 41°47'45" N., longitude 71°46'40" W.; thence clockwise along the arc of a 27-mile radius circle centered on the NAS Quonset Point VOR to latitude 41°56'35" N., longitude 71°26'00" W.; to latitude 42°04'00" N., longitude 71°19'00" W.; to latitude 41°53'30" N., longitude 70°56'30" W.; to latitude 41°42'00" N., longitude 70°48'00" W.; to latitude 41°21'00" N., longitude 70°48'00" W.; to the point of beginning.

Provincetown, Mass.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 42°04'15" N., 70°13'15" W., of Provincetown Municipal Airport, Provincetown, Mass.; and within 2 miles each side of the Provincetown RBN 237° bearing extending from the 4-mile radius area to 8 miles SW of the RBN.

Provo, Utah
That airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 40°30'00" N., on the SE by the NW edge of V-235 and V-21, on the W by the E edge of V-257 to point of beginning excluding the portion within R-6401; and that airspace SE of the Provo VORTAC extending upward from 9,500 feet MSL bounded on the E by longitude 111°41'00" W., on the S by latitude 40°00'00" N., on the NW by the SE edge of V-21 and on the N by the S edge of V-200.

PENDING AMENDMENT

Provo, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Provo Municipal Airport (latitude 40°12'56" N., longitude 111°43'14" W.), within 2 miles each side of the 218° bearing from the Provo radio beacon (latitude 40°13'10" N., longitude 111°43'26" W.) extending from the 5-mile radius area to 12 miles southwest of the RBN, within 5 miles each side of the 328° bearing from the Provo RBN extending from the 5-mile radius area to 6 miles northwest of the RBN, and within 5 miles northeast and 8 miles southwest of the 328° bearing from the Provo RBN extending from 6 to 20 miles northwest of the RBN; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°30'00" N., on the southeast by the northwest edge of V-235 and V-21, on the west by the east edge of V-257, and that airspace bounded on the east and south by an arc of a 23-mile radius circle centered on the Provo VORTAC extending clockwise from the south edge of V-200 to the southeast edge of V-21, on the west by a line from the point of intersection of the 23-mile arc and the southeast edge of V-21 direct to latitude 40°30'00" N., longitude 111°49'00" W., and on the northeast by a line from latitude 40°30'00" N., longitude 111°49'00" W., direct to point of beginning.

AMENDMENTS 3/28/68 33 F. R. 67 (Rewritten)

Pueblo, Colo.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Pueblo VORTAC; within 2 miles each side of the Pueblo ILS localizer W course, extending from the 9-mile radius area to 4 miles W of the Pueblo ILS LOM; within 2 miles each side of the Pueblo VORTAC 080° radial, extending from the 9-mile radius area to 13 miles E of the VORTAC and within 2 miles each side of the Pueblo ILS localizer E course, extending from the 9-mile radius area to 15 miles E of the localizer; that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 38°30'00" N., longitude 104°52'00" W., to latitude 38°30'00" N., longitude 104°04'00" W., to latitude 38°07'00" N., longitude 104°04'00" W., thence W along latitude 38°07'00" N., to the W boundary of V-83, thence SW along the W boundary of V-83 to latitude 38°00'00" N., to latitude 38°07'00" N., longitude 104°43'00" W., to latitude 38°07'00" N., longitude 105°00'00" W., to latitude 38°25'00" N., longitude 105°00'00" W., to latitude 38°25'00" N., longitude 104°52'00" W., thence to point of beginning.

Pullman, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pullman-Moscow Regional Airport (latitude 46°44'40" N., longitude 117°06'30" W.) and within 2 miles each side of the Pullman VOR (latitude 46°40'25" N., longitude 117°13'30" W.) 049° and 229° radials, extending from the 5-mile radius area to 8 miles SW of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 7 miles SE of the Pullman VOR 049° and 229° radials, extending from 12 miles SW to 15 miles NE of the VOR.

Quantico, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (38°30'10" N., 77°18'20" W.), of MCAS Quantico, Va.; and within 2 miles each side of the Brooke, Va., 013° radial extending from the 7-mile radius area to the VOR.

AMENDMENTS 4/27/67 32 F. R. 3765 (Rewritten)

Quincy, Ill.

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Quincy ILS localizer SW course, extending from 4 miles NE to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), and within 7 miles NW and 8 miles SE of the Quincy VORTAC 214° radial, extending from the 12-mile radius area to 12 miles SW of the VORTAC.

PENDING AMENDMENT

Quincy, Ill.

That airspace extending upward from 700 feet above the surface within 5 miles northwest and 8 miles southeast of the Quincy ILS localizer southwest course extending from 4 miles northeast to 12 miles southwest of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of a line 5 miles west of and parallel to the Quincy VORTAC 017° radial and the arc of a 25-mile radius circle centered on the Quincy VORTAC, thence clockwise along the arc of a 25-mile radius circle centered on the Quincy VORTAC, to and west along a line 5 miles south of and parallel to the Quincy VORTAC 087° radial, to and clockwise along the arc of a 13-mile radius circle centered on the Quincy VORTAC, to and east along a line 5 miles north of and parallel to the Quincy VORTAC 286° radial, to and clockwise along the arc of a 12-mile radius circle centered on Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), to and north along a line 5 miles west of and parallel to the Quincy VORTAC 017° radial to the point of beginning.

AMENDMENTS 2/1/68 32 F. R. 16483 (Rewritten)

Raleigh, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Raleigh-Durham Airport (latitude 35°52'15" N., longitude 78°47'10" W.), within 2 miles each side of the 045° bearing from the Raleigh-Durham RBN extending from the 7-mile radius area to 8 miles NE of the RBN, within 5 miles S and 8 miles N of the Raleigh-Durham ILS localizer SW course extending from 5 miles NE of the LOM to 12 miles SW of the LOM, within 2 miles each side of the Raleigh-Durham VORTAC 225° radial extending from the 7-mile radius area to the Liberty, N.C., VOR 114° radial; and that airspace extending upward from 1,200 feet above the surface to the base of the continental control area bounded by a line beginning at the intersection of a 35-mile arc centered at latitude 36°06'00" N., longitude 80°01'30" W. and the S boundary of V-20 and extending to latitude 36°33'00" N., longitude 78°43'00" W., thence to latitude 36°33'00" N., longitude 77°57'00" W., thence to latitude 36°38'15" N., longitude 77°19'15" W., thence to latitude 35°30'00" N., longitude 78°30'00" W., thence to the intersection of the S boundary of V-56 and longitude 78°30'00" W., thence SW along a line extending to latitude 34°18'30" N., longitude 79°00'00" W. to a 35-mile arc centered at latitude 34°59'22" N., longitude 78°52'52" W., thence clockwise along this arc to the W boundary of V-3E, thence SW along the W boundary of V-3E to the E boundary of V-3, thence N along the E boundary of V-3 to a 19-mile arc centered at latitude 35°12'55" N., longitude 79°35'18" W., thence clockwise along this arc to the W boundary of V-3, thence S along the W boundary of V-3 to a 60-mile arc centered at latitude 33°58'15" N., longitude 80°28'19" W., thence counterclockwise along this arc to the W boundary of V-155, thence NE along the W boundary of V-155 to a line extending from the Chesterfield, S. C., VOR to the Liberty, N. C., VOR, thence NE along this line to a 35-mile arc centered at latitude 36°06'00" N., longitude 80°01'30" W., thence counterclockwise along this arc to the point of beginning, excluding that portion within R-5311.

AMENDMENTS 2/27/67 32 F. R. 3766 (Changed); 6/22/67 32 F. R. 6434 (Changed)

Rantoul, Ill.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Chanute AFB, and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°45'00" N., on the east by longitude 87°23'00" W., on the S by a line extending from latitude 40°07'00" N., longitude 87°23'00" W., to longitude 88°00'00" W., and the N boundary of V-50, thence via the N boundary of V-50 to longitude 88°40'00" W., and on the west by longitude 88°40'00" W., excluding the airspace within the Decatur, Ill., transition area.

Rapid City, S. Dak.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Ellsworth AFB, Rapid City, S. Dak. (latitude 44°08'42" N., longitude 103°06'11" W.); and within 8 miles NE and 5 miles SW of the Rapid City VORTAC 155° and 335° radials, extending from the 12-mile radius area to 12 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 53-mile radius of Ellsworth AFB.

Rawlins, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 086° and 262° bearings from the Sinclair, Wyo., RBN, extending from the arc of a 5-mile radius circle centered on the Rawlins Municipal Airport (latitude 41°48' 15" N., longitude 107°12'05" W.) to 8 miles E of the RBN, and within 2 miles each side of the 272° bearing from the Sinclair RBN, extending from the arc of a 5-mile radius circle centered on the Rawlins Airport to the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles N and 9 miles S of the 086° and 262° bearings from the Sinclair RBN, extending from 12 miles E to 18 miles W of the RBN.

Reading, Pa.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 40°22'39" N., 75°57'57" W. of General Spaatz Field, Reading, Pa., and within 5 miles W and 8 miles E of the Reading ILS localizer S course extended from the OM for 12 miles; within 5 miles each side of the East Texas VOR 253° radial extended to the Ravine VOR 125° radial and within a 6-mile radius of the center, 40°30'08" N., 75°47'05" W. of Kutztown Airport, Kutztown, Pa., excluding that portion coincident with the Allentown, Pa., 700-foot transition area.

Readington, N. J.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°34'55" N., 74°44'20" W., of Solberg-Hunterdon Airport, Readington, N. J., and within 5 miles east and 5 miles west of Solberg, N. J., VORTAC 227° radial extending from the 6-mile radius area to 14 miles southwest of the VORTAC excluding the portion that coincides with the New York, N. Y., transition area.

Readsville, Mo.

That airspace extending upward from 1,200 feet above the surface within an area bounded on the north by V-4, on the east by the arc of a 33-mile radius circle centered on Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), on the south by V-12, and on the west by V-63.

AMENDMENTS 7/20/67 32 F. R. 7819 (Rewritten)

Red Bluff, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius area to 10 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Red Bluff VORTAC; within 9 miles each side of the Red Bluff VORTAC 291° radial, extending from the 20-mile radius area to 52 miles NW of the VORTAC; within 9 miles W and 10 miles E of the Red Bluff VORTAC 342° radial, extending from the 20-mile radius area to 67 miles N of the VORTAC, and within 10 miles W and 6 miles E of the Red Bluff VORTAC 015° radial, extending from the 20-mile radius area to 56 miles N of the VORTAC.

That airspace NW of Red Bluff extending upward from 1,200 feet above the surface bounded on the SW by a line 9 miles NE of and parallel to the Red Bluff VORTAC 291° radial, on the NW by a line 5 miles NW of and parallel to the Redding VOR 233° radial, and on the NE by a line 9 miles W of and parallel to the Red Bluff VORTAC 342° radial.

Redmond, Oreg.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Redmond VOR 089° and 269° radials, extending from the arc of a 5-mile radius circle centered on Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.) to 8 miles W of the VOR; within 2 miles each side of the 230° bearing from Roberts Field, Redmond, Oreg., extending from the arc of a 5-mile radius circle centered on Roberts Field to 10 miles SW of the airport; within 2 miles each side of the Redmomd VOR 162° radial, extending from the VOR to 5 miles S of the VOR and within 2 miles each side of the 302° bearing from the Redmond RBN, extending from the arc of a 5-mile radius circle centered on Roberts Field to 8 miles NW of the RBN; that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Redmond VOR 269° radial, extending from the VOR to 12 miles W of the VOR; within 14 miles NE and 2 miles SW of the Redmond VOR 122° and 302° radials, extending from 18 miles NW to 15 miles SE of the VOR and within 6 miles W and 9 miles E of the Redmond VOR 189° radial, extending from the VOR to 19 miles S of the VOR.

Redwood Falls, Minn.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Redwood Falls Municipal Airport (latitude 44° 32' 45" N., longitude 95° 04' 50" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the Redwood Falls VOR 023° and 203° radials, extending from 4 miles N to 12 miles S of the VOR.

Reed City, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Miller Field, Reed City, Mich. (latitude 43°53'30" N., longitude 85°31'00" W.), and within 5 miles E and 8 miles W of the 345° bearing from Miller Field, extending from Miller Field to 17 miles N of the airport.

PENDING AMENDMENT

Refugio, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Tom O'Connor Oilfield Airport (latitude 28°20'04" N., longitude 97°08'58" W.); within 2 miles each side of the 335° bearing from the Vidauri RBN (latitude 28°23'51" N., longitude 97°10'40" W.), extending from the 5-mile radius area to 8 miles northwest of the RBN; within 2 miles each side of the 039° bearing from the Refugio RBN (latitude 28°20'27" N., longitude 97°08'58" W.), extending from the 5-mile radius area to 8 miles northeast of the RBN; and within a 4-mile radius of Mellon Ranch Airport (latitude 28°16'15" N., longitude 97°12'30" W.).

AMENDMENTS 2/29/68 33 F. R. 66 (Added)

Reno, Nev.

That airspace extending upward from 1,200 feet above the surface within a 45-mile radius of the Reno VOR, excluding the portions W of longitude 120°19'00" W., E of longitude 119°00'00" W.; and that airspace SW of Reno within 22 miles N and 13 miles S of the Lake Tahoe, Calif., VOR 090° and 270° radials, extending from 7 miles E to 35 miles W of the VOR.

Rhinelander, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Oneida County Airport, Rhinelander, Wis. (latitude 45°37'50" N., longitude 89°27'40" W.); within 2 miles each side of the Rhinelander VOR 229° radial, extending from the 5-mile radius area to 8 miles SW of the VOR; within 2 miles each side of the Rhinelander VOR 322° radial, extending from the 5-mile radius area to 8 miles NW of the VOR; within a 5-mile radius of Drott Airport, Thomahawk, Wis. (latitude 45°30'45" N., longitude 89°33'35" W.); and within 2 miles each side of the Rhinelander VOR 211° radial, extending from the Drott Airport 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Rhinelander VOR.

Richmond, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Richmond Municipal Airport (latitude 39°45'20" N., longitude 84°50'30" W.); within 2 miles each side of the Richmond VOR 045° radial, extending from the 6-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the Richmond VOR 243° radial, extending from the 6-mile radius area to 8 miles SW of the VOR; and within 2 miles each side of the 234° bearing from the Richmond RBN, extending from the 6-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 39°10'00" N., longitude 85°39'00" W., to latitude 39°30'00" N., longitude 85°39'00" W., to latitude 39°30'00" N., longitude 85°30'00" W., to latitude 40°00'00" N., longitude 85°30'00" W., to latitude 40°00'00" N., longitude 84°58'00" W., to latitude 40°10'00" N., longitude 85°05'45" W., to latitude 40°10'00" N., longitude 85°00'00" W., to latitude 39°40'00" N., longitude 84°25'00" W., to latitude 39°12'00" N., longitude 85°30'00" W., to point of beginning.

Richmond, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Byrd Field (latitude 37°30'20" N., longitude 77°19'10" W.); within 2 miles each side of the Richmond VOR 136° radial, extending from the 8-mile radius area to 12 miles SE of the VOR; within 5 miles NW and 9 miles SE of the Richmond ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 38°30'00" N., longitude 77°44'00" W.;to latitude 38°24'00" N., longitude 77°29'00" W.; to latitude 38°05'00" N., longitude 77°35'00" W.; to latitude 38°01'00" N., longitude 77°15'00" W.; to latitude 38°14'00" N., longitude 77°04'00" W.; to latitude 37°55'30" N., longitude 76°46'00" W.; to latitude 36°38'15" N., longitude 77°19'15" W.; to latitude 36°33'00" N., longitude 77°57'00" W.; to latitude 36°33'00" N., longitude 78°43'00" W.; to latitude 37°00'00" N., longitude 78°38'00" W.; to the point of beginning, excluding the portion within R-6602.

Riverhead, N. Y.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 41°00'35" N., longitude 72°05'00" W.; thence S via longitude 72°05'00" W. to the S boundary of V-139; thence SW via the SE boundary of V-139 to latitude 40°30'00" N., thence to latitude 40°30'00" N., longitude 73°36'00" W.; to latitude 40°41'00" N., longitude 73°33'30" W.; to latitude 40°50'00" N., longitude 73°42'00" W.; to latitude 41°00'00" N., longitude 73°33'00" W.; to latitude 41°00'00" N., longitude 72°45'00" W.; to latitude 41°18'00" N., longitude 72°30'30" W.; to the point of beginning, excluding the portion below 3,000 feet MSL within W-106.

Riverside, Calif.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°01'00" W., to latitude 33°50'00" N., longitude 117°01'00" W., to latitude 33°42'30" N., longitude 116°56'30" W., to latitude 33°38'00" N., longitude 117°09'00" W., to latitude 33°56'00" N., longitude 117°30'00" W., to latitude 33°56'00" N., longitude 117°59'00" W.; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°30'00" N., longitude 117°43'00" W., thence E along latitude 34°30'00" N., to the SE boundary of V-21, thence along the SE boundary of V-21 to longitude 116°30'00" W., thence direct to latitude 34°40'30" N., longitude 116°29'40" W., to latitude 34°30'00" N., longitude 116°26'30" W., to latitude 34°16'00" N., longitude 116°18'00" W., to latitude 33°30'00" N., longitude 116°18'00" W., to latitude 33°30'00" N., longitude 117°30'00" W., to latitude 33°39'00" N., longitude 117°30'00" W., to latitude 33°46'00" N., longitude 117°45'00" W., to latitude 33°56'00" N., longitude 117°53'00" W., to latitude 33°56'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°43'00" W., thence to point of beginning.

Riverton, Wyo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.), and within 5 miles north and 8 miles south of the Riverton VOR 291° radial, extending from the VOR to 12 miles west of the VOR; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Riverton VOR, and that airspace within 10 miles east and 7 miles west of the Riverton VOR 016° radial, extending from the 25-mile radius area to 38 miles north of the VOR.

Roanoke, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 37°19'30" N., 79°58'35" W., of Roanoke Municipal (Woodrum) Airport; within 2 miles each side of the Woodrum VOR 166° radial extending from the 7-mile radius area to the Red Hill Fan Marker; within 2 miles each side of the Woodrum VOR 246° radial extending from the 7-mile radius area for 15.5 miles SW of the VOR; within 5 miles SW and 8 miles NE of the Woodrum VOR 122° radial extending SE for 20 miles from the VOR.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 38°14'00" N., 80°35'00" W., to 38°20'00" N., 80°15'00" W., to 38°10'00" N., 79°30'00" W., to 37°00'00" N., 79°30'00" W., to 37°00'00" N., 80°25'10" W., thence counterclockwise via a 15 NM arc centered at Pulaski VOR (37°05'15" N., 80°42'47" W.) to 37°19'25" N., 80°49'10" W., to the point of beginning.

Robinson, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Robinson, Ill., Municipal Airport (latitude 39°00'51" N., longitude 87°38'47" W.) and within 8 miles SW and 5 miles NE of the 333° bearing from Robinson Municipal Airport extending from the airport to 12 miles NW of the airport.

Rochester, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Rochester Municipal Airport (latitude 43°54'38" N., longitude 92°29'46" W.); and within 2 miles each side of the Rochester VOR 029° radial, extending from the 7-mile radius area to 23 miles NE of the VOR; and within 5 miles SW and 8 miles NE of the Rochester ILS localizer SE course, extending from 5 miles NW to 12 miles SE of the OM; and within 2 miles each side of the Rochester ILS localizer NW course, extending from the 7-mile radius area to 19 miles NW of the OM; and that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of Rochester Municipal Airport; and the airspace N and E of Rochester bounded on the W by the W edge of V-82, on the NW by the arc of a 36-mile radius circle centered on the Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93°13'15" W.), on the NE by V-2, and on the S by V-82; and within 5 miles W and 7 miles E of the Rochester VOR 173° radial, extending from the 23-mile radius area to 38 miles S of the VOR; and within 5 miles S and 7 miles N of the Rochester VOR 105° radial, extending from the 23-mile radius area to 45 miles E of the VOR, excluding the portion which overlies the Winona, Wis., transition area.

Rochester. N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rochester-Monroe County Airport (latitude 43°07'10" N., longitude 77°40'15" W.); within 8 miles N and 5 miles S of the Rochester ILS localizer E course, extending from the Rochester-Monroe County Airport to 12 miles E of the OM; within 5 miles each side of the Rochester VOR 125° radial, extending from the 7-mile radius area to the INT of the Rochester VOR 125° and the Geneseo, N. Y., VORTAC 061° radials; within 2 miles each side of the Rochester VOR 168° radial, extending from the 7-mile radius area to 8 miles S of the VOR; and within 8 miles S and 5 miles N of the Rochester VOR 280° and 100° radials, extending from the Rochester-Monroe County Airport to 12 miles W; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from: latitude 43°24'00" N., longitude 76°53'00" W., to latitude 42°57'00" N., longitude 76°57'00" W., to latitude 42°32'00" N., longitude 77°36'00" W., to latitude 42°32'00" N., longitude 78°21'00" W., to latitude 43°06'00" N., longitude 78°21'00" W., to latitude 43°24'00" N., longitude 77°55'00" W., to point of beginning.

Rockaway, Oreg.

That airspace extending upward from 19,500 feet MSL bounded on the E by the continental control area, and on the S, W, and NW by a line extending from the boundary of the continental control area through latitude 45°24'00" N., longitude 124°13'00" W., to latitude 45°36'00" N., longitude 124°28'00" W., to latitude 45°44'00" N., longitude 124°28'00" W., through latitude 45°55'00" N., longitude 124°15'00" W., to the boundary of the continental control area, excluding the airspace within Federal airways.

Rockford, Ill.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 8 miles E and 5 miles W of the Rockford ILS localizer S course, extending from the Greater Rockford Airport to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42°45'00" N., on the E by longitude 88°30'00" W., on the S by latitude 41°55'00" N., and on the W by longitude 89°55'00" W.

Rock Hill, S. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rock Hill Airport (latitude 34°59'05" N., longitude 81°03'30" W.); within 2 miles each side of the Fort Mill, S. C., VOR 267° radial extending from the 5-mile radius area to the VOR; excluding that airspace which coincides with the Charlotte, N. C., 700-foot transition area.

Rockland, Maine

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rockland Airport (latitude 44°03'40" N., longitude 69°06'05" W.); within 2 miles each side of the 192° bearing from the Rockland RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the 292° bearing from the Rockland Airport, extending from the 5-mile radius area to 7 miles W of the airport; and within 2 miles each side of the 332° bearing from the Rockland Airport, extending from the 5-mile radius area to 7 miles NW of the airport.

Rockport, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Aransas County Airport (latitude 28°05'14" N., longitude 97°02'30" W.), and within 2 miles each side of the 314° bearing from the Rockport RBN (latitude 28°05'30" N., longitude 97°02'40" W.), extending from the 5-mile radius area to 8 miles northwest of the RBN.

AMENDMENTS 8/17/67 32 F. R. 9157 (Added)

Rock Springs, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Rock Springs ILS localizer E course, extending from 6 miles to 12 miles E of the OM; within 1 mile N and 5 miles S of the Rock Springs VORTAC 097° radial, extending from the arc of a 5-mile radius circle centered on Rock Springs Municipal Airport (latitude 41° 35' 45" N., longitude 109° 04' 00" W.), to 14 miles E of the VORTAC, and within 2 miles each side of the Rock Springs VORTAC 259° radial, extending from the arc of a 5-mile radius circle centered on Rock Springs Municipal Airport to 10 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 7 miles N and 11 miles S of the Rock Springs VORTAC 079° and 259° radials, extending from 20 miles E to 20 miles W of the VORTAC, and that airspace within a 23-mile radius of the Rock Springs VORTAC, extending clockwise from a line 5 miles NW of and parallel to the Rock Springs VORTAC 026° radial to a line 5 miles S of and parallel to the VORTAC 097° radial.

Rocky Mount, N. C.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 263° and 083° radials of the Rocky Mount VOR, extending from the 5-mile radius control zone to 8 miles E of the VOR.

Rome, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Russell Field, Rome, Ga. (latitude 34°21'00" N., longitude 85°09'30" W.), within 2 miles each side of the Rome VOR 349° radial, extending from the 8-mile radius area to the VOR; within 2 miles each side of the 165° bearing from the Rome RBN, extending from the 8-mile radius area to 8 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the N. by latitude 34°37'00" N., on the E. by longitude 85°00'00" W., on the S. by latitude 33°59'00" N., and on the W. by longitude 85°21'00" W. excluding the portion which coincides with the Atlanta, Ga., transition area.

Roseburg, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Roseburg Municipal Airport (latitude 43°14'20" N., longitude 123°21'15" W.), within 2 miles each side of the Roseburg VOR 177° radial, extending from the 5-mile radius area to 3.5 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the 177° radial, extending from the VOR to 12 miles S of the VOR, and within 8 miles W and 5 miles E of the 003° and 183° radials, extending from 18 miles N to 7 miles S of the VOR.

AMENDMENTS 3/30/67 32 F. R. 786 (Rewritten)

Roswell, N. Mex.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33° 06' 00" N., longitude 104° 50' 00" W., to latitude 33° 23' 00" N., longitude 104° 50' 00" W., to latitude 33° 34' 00" N., longitude 104° 40' 00" W., to latitude 33° 34' 00" N., longitude 104° 25' 00" W., to latitude 33° 37' 00" N., longitude 104° 20' 00" W., to latitude 33° 26' 00" N., longitude 104° 07' 00" W., to latitude 33° 09' 00" N., longitude 104° 12' 00" W., to latitude 33° 02' 00" N., longitude 104° 30' 00" W., to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32° 40' 38" N., longitude 104° 58' 25" W., to latitude 32° 50' 40" N., longitude 105° 15' 00" W., to latitude 32° 58' 00" N., longitude 105° 09' 00" W., to latitude 33° 41' 30" N., longitude 105° 09' 00" W., thence clockwise via the arc of a 45-mile radius circle centered on latitude 33°18'05" N., longitude 104°31'20" W., to latitude 33°32'00" N., longitude 103°47'35" W., to latitude 33°04'00" N., longitude 103°48'00" W.; thence clockwise via the arc of a 45-mile radius circle centered on latitude 33°18'05" N., longitude 104°31'20" W., to latitude 32° 44' 00" N., longitude 104° 54' 20" W., thence to point of beginning; and that airspace extending upward from 8,500 feet MSL within 5 miles each side of the Roswell VOR 350° radial, extending from the 45-mile radius area to 63 miles N of the Roswell VOR; within 5 miles each side of a 348° bearing from latitude 33°17'45" N., longitude 104°31'13" W., extending from the 45-mile radius area to 67 miles N of latitude 33°17'45" N., longitude 104°31'13" W.; within 5 miles each side of the Roswell VOR 007° radial, extending from the 45-mile radius area to 69 miles N of the Roswell VOR; within 5 miles each side of the Roswell VOR 060° radial, extending from the 45-mile radius area to 64 miles NE of the Roswell VOR; within 5 miles each side of a 192° bearing from latitude 33°17'45" N., longitude 104°31'13" W., extending from the 45-mile radius area to 63 miles S of the latitude 33°17'45" N., longitude 104°31'13" W., and within 5 miles each side of the Roswell VOR 186° radial, extending from the 45-mile area to 65 miles S of the Roswell VOR. The portion of this transition area within 5 miles each side of the Roswell VOR 060° radial, extending from the 45-mile radius area to 64 miles NE is excluded from Federal airways.

AMENDMENTS 1/11/67 32 F. R. 608 (Rewritten)

Russell, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Russell Municipal Airport (latitude 38°52'25" N., longitude 98°48'45" W.),and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Russell VOR 007° and 187° radials, extending from 1 mile S to 12 miles NE of the VOR.

Rutland, Vt.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 43°31'55" N., 72°57'00" W. of Rutland Airport, Rutland, Vt., and within 5 miles east and 8 miles west of a 344° bearing from Rutland, Vt., RBN extending from the RBN to 12 miles north of the RBN.

AMENDMENTS 8/23/67 32 F. R. 12111 (Changed)

Sacramento, Calif.

That airspace extending upward from 700 feet above the surface within a 13-mile radius circle centered on the Sacramento, Calif., VORTAC (latitude 38°26'37" N., longitude 121°33'02" W.); that airspace within an arc of a 38-mile radius circle centered on the Sacramento VORTAC, bounded on the west by the west edge of V-23, and on the southwest by the northeast edge of V-23, and that airspace SW of Sacramento bounded by a line beginning at latitude 38°16'00" N., longitude 122°05'00" W., thence to latitude 38°27'00" N., longitude 121°47'00" W., thence to latitude 38°16'00" N., longitude 121°39'00" W., thence to latitude 38°02'00" N., longitude 121°52'00" W., thence via latitude 38°02'00" N. to the W edge of V-195, thence via the W edge of V-195 to latitude 38°16'00" N., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the point of intersection of the E edge of V-195 and the S edge of V-200, thence via the S edge of V-200, the W edge of V-23 and latitude 39°00'00" N. to the W edge of V-283, thence via the W edge of V-283 to the N edge of V-244, thence via the N edge of V-244 to longitude 120°04'00" W., thence via longitude 120°04'00" W., to latitude 38°07'00" N., thence via latitude 38°07'00" N., to longitude 121°37'00" W., thence via longitude 121°37'00" W., to latitude 38°02'00" N., thence via latitude 38°02'00" N., to the E edge of V-195, thence via the E edge of V-195 to point of beginning.

AMENDMENTS 10/12/67 32 F. R. 11632 (Changed)

Saginaw, Mich.

That airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 43°16'00" N., longitude 83°30'00" W., W along latitude 43°16'00" N., to and N along longitude 84°25'00" W., to and NW along a line 10 miles SW of and parallel to the Saginaw, Mich., VORTAC 317° radial, to and clockwise along the arc of a 31-mile radius circle centered on the Saginaw VORTAC, to and S along a line 5 miles E of and parallel to the Saginaw VORTAC 013° radial, to and clockwise along the arc of a 14-mile radius circle centered on the Tri-City Airport (latitude 43°31'55" N., longitude 84°04'50" W.), to and E along the N boundary of V-216, to and S along longitude 83°30'00" W. to the point of beginning, and within 10 miles SW and 7 miles NE of the Saginaw VORTAC 317° radial, extending from the 31-mile radius area to 37 miles NW of the VORTAC.

AMENDMENTS 8/17/67 32 F. R. 9156 (Rewritten)

St. Clairsville, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alderman Field, St. Clairsville, Ohio (latitude 40° 03' 25" N., longitude 80° 57' 55" W.), and within 2 miles each side of the Bellaire, Ohio, VOR 289° radial, extending from the 5-mile radius area to the VOR.

AMENDMENTS 6/22/56 32 F. R. 7254 Changed).

St. Johns, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the St. Johns VORTAC 067° and 247° radials, extending from 9 miles NE to 20 miles SW of the VORTAC.

St. Joseph, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); and within 5 miles E and 8 miles W of the St. Joseph ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by the intersection of V-77 and V-13 thence S along the W boundary of V-13 to latitude 39°42'20" N., longitude 94°29'00" W., thence W to latitude 39° 44'00" N., longitude 94°43'20" W., thence S to latitude 39°30'00" N., longitude 94°49'00" W., thence W along latitude 39°30'00" N., to the SW boundary of V-71, thence NW along the SW boundary of V-71 to the W boundary of V-77, thence NE along the W boundary of V-77 to the NE boundary of V-71, thence NW along the NE boundary of V-71 to the arc of a 20-mile radius circle centered on the Rosecrans Memorial Airport, thence clockwise along the arc of the SE boundary of V-77, thence NE along the SE boundary of V-77 to point of beginning; and that airspace extending upward from 4,500 MSL in the vicinity of St. Joseph bounded by V-13 on the W, V-161 on the E, and V-50 on the S; within an area bounded on the W by V-13, on the N by V-50, on the E by V-161 and a direct line from latitude 39°39'30" N., longitude 94°07'40" W to latitude 39°40'45" N., longitude 94°18'35" W.; within an area bounded on the SW by V-71, on the N by V-50, on the E by a 20-mile arc centered on Rosecrans Memorial Airport; within an area bounded on the S by V-50, on the N by V-216, on the NE by V-15/159; and within an area bounded on the SW by V-15/159, on the N by V-216, and on the SE by V-77.

AMENDMENTS 6/22/67 32 F. R. 6555 (Changed)

St. Louis, Mo.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), within 5 miles southeast and 8 miles northwest of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer northeast course extending from the 10-mile radius area to 12 miles northeast of the Runway 24 OM, within 5 miles southwest and 8 miles northeast of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer northwest course extending from Runway 12R OM to 12 miles northwest, within a 5-mile radius of Civic Memorial Airport, Alton, Ill. (latitude 38°53'30" N., longitude 90°03'00" W.), within 2 miles each side of the 009° bearing from the Civic Memorial Airport, extending from the 5-mile radius area to 7 miles north of the airport, and within 5 miles south and 8 miles north of the 103° bearing from the Civic Memorial Airport, extending from the airport to 12 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within a 33-mile radius of Lambert-St. Louis Municipal Airport, within 6 miles southwest and 9 miles northeast of the St. Louis VORTAC 328° radial, extending from the 33-mile radius area to 36 miles northwest of the VORTAC, within 5 miles northwest and 8 miles southeast of the Maryland Heights VORTAC 243° radial extending from the 33-mile radius area to 19 miles southwest of the VORTAC, within an area bounded on the west and northwest by the east and southeast boundary of V-14S, on the northeast by the arc of a 33-mile radius circle centered on Lambert-St. Louis Municipal Airport, on the southeast by the northwest boundary of V-72, on the south by the north boundary of V-88, within a 40-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 5 miles west and 8 miles east of the 009° bearing from Civic Memorial Airport extending from the airport to 19 miles north of the airport, within an area bounded on the northwest by the arc of a 40-mile radius circle centered on Scott AFB, on the east by the west boundary of V-313, on the southwest by the northeast boundary of V-335; and that airspace extending upward from 2,500 feet MSL within an area bounded on the north by the arc of a 40-mile radius circle centered on the Scott AFB, on the northeast by the southwest boundary of V-335, on the east by the west boundary of V-313, on the south by the north boundary of V-190, on the west by the east boundary of V-9; and that airspace extending upward from 4,500 feet MSL within an area bounded on the north by the south boundary of V-88, on the northeast by the southwest boundary of V-9W, on the south by the north boundary of V-190, on the west by a line 5 miles west of and parallel to the St. Louis VORTAC 200° radial, on the northwest by the southeast boundary of V-72; within an area bounded on the north by the south boundary of V-12, on the southeast by the northwest boundary of V-14N, on the southwest by the northeast boundary of V-175, on the northwest by a line 5 miles southeast of and parallel to the Jefferson City, Mo. VOR 041° radial; and within an area bounded on the northeast by the southwest boundary of V-52, on the south by the north boundary of V-4N, on the northwest by the southeast boundary of V-63, excluding that airspace which coincides with the Springfield, Vandalia, and Centralia, Ill., transition areas.

AMENDMENTS 9/14/67 32 F. R. 10346 (Rewritten); Corr: 32 F. R. 12668;

Salem, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Salem-Leckrone Airport (latitude 38°38'40" N., longitude 88°57'50" W.), and within 2 miles each side of the 008° bearing from the Salem-Leckrone Airport extending from the 5-mile radius area to 8 miles N of the airport; and the airspace extending upward from 1,200 feet above the surface within 5 miles west, 8 miles east of the 008° bearing from the Salem-Leckrone Airport extending from the N boundary of V-446 to 12 miles N of the airport.

Salem, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of New Hudson, Mich., Airport (latitude 42°30'15" N., longitude 83°37'25" W.), and within a 6-mile radius of Wixom, Mich., Spencer Airport (latitude 42°31'15" N., longitude 83°33'10" W.), and within 2 miles each side of the Salem, Mich., VORTAC 347° and 013° radials extending from the 6-mile radius areas to the VORTAC, excluding that portion which coincides with the Pontiac, Mich. transition area.

AMENDMENTS 11/9/67 32 F. R. 12790 (Added)

Salem, Oreg.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of McNary Field, Salem, Oreg. (latitude 44°54'35" N., longitude 123°00'05" W.); within 2 miles each side of a 196° bearing from the Salem ILS LOM, extending from the 7-mile radius area to 8 miles S of the LOM and within 2 miles each side of the Salem ILS localizer SE course, extending from the 7-mile radius area to 6 miles SE of the LOM; that airspace extending upward from 1,200 feet above the surface within 6 miles SW and 7 miles NE of the 150° and 330° bearings from the Salem ILS LOM, extending from V-23E to V-23W.

Salina, Kans.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Salina VORTAC 011° radial, extending from the VORTAC to 8 miles N of the VORTAC, and within 8 miles E and 5 miles W of the Salina ILS localizer S course extending from the OM to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the VORTAC bounded on the south by V-4, and within a 19-mile radius of the VORTAC bounded on the north by V-4S and on the west by V-73.

Salisbury, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 38°20'25" N., 75°30'40" W. of Salisbury-Wicomico Airport, Salisbury, Md., and within 2 miles each side of the Salisbury VOR 207° radial extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles each side of the Salisbury VOR 050° radial extending from the 7-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the Salisbury VOR 134° radial extending from the 7-mile radius area to 8 miles SE of the VOR.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed)

Salisbury, N. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Rowan County Airport (latitude 35°38'30" N., longitude 80°31'10" W.); within 2 miles each side of the 003° bearing from the Salisbury NDB (latitude 35°40'40" N., longitude 80°31'20" W.), extending from the 6-mile radius area to 8 miles north of the NDB.

AMENDMENTS 9/14/67 32 F. R. 10839 (Rewritten); Corr: 32 F. R. 11773

Salt Lake City, Utah
That airspace extending upward from 700 feet above the surface bounded on the E by longitude 111°45'00" W., on the S and W by the arc of a 17-mile radius circle centered on the Salt Lake City VORTAC, and on the N by latitude 41°00'00" N., and that airspace within 5 miles each side of the Salt Lake City ILS localizer S course, extending from the 17-mile radius circle to latitude 40°30'00" N.; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 111°36'00" W. and V-235, on the S by latitude 40°30'00" N., on the SW by a line extending from latitude 40°30'00" N., longitude 112°30'00" W., to latitude 40°40'00" N., longitude 112°56'30" W., on the W by longitude 112°56'30" W., and on the N by latitude 41°00'00" N.; that airspace E of Salt Lake City extending upward from 11,000 feet m.s.l. bounded on the NW by V-32, on the SE by V-235, on the SW by V-484, and on the W by longitude 111°36'00" W.; and that airspace SE of Salt Lake City extending upward from 12,400 feet MSL bounded on the NE by the SW edge of V-484, on the S by the N edge of V-200 and on the NW by the SE edge of V-235, excluding the portion within Restricted Area R-6403.

San Angelo, Tex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mathis Field, San Angelo, Tex. (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 8-mile radius area to 8-miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31°40'00" N., longitude 100°39'30" W.; to latitude 31°59'30" N., longitude 100°13'20" W.; to latitude 31°53'15" N., longitude 100°05'30" W.; to latitude 31°33'40" N., longitude 100°11'45" W.; to latitude 31°12'20" N., longitude 99°41'15" W.; to latitude 30°49'45" N., longitude 100°12'45" W.; to latitude 30°47'15" N., longitude 100°22'15" W.; to latitude 31°02'40" N., longitude 100°45'55" W.; to latitude 31°28'40" N., longitude 100°59'40" W.; to latitude 31°39'00" N., longitude 101°27'20" W.; to latitude 31°50'00" N., longitude 101°22'00" W.; to point of beginning.

San Antonio, Tex.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 29°22'30" N., longitude 97°47'00" W., thence west via latitude 29°22'30" N. to and clockwise along the arc of a 23-mile radius circle centered at latitude 29°31'50" N., longitude 98°28'12" W., to latitude 29°46'30" N., east of longitude 98°30'00" W., thence to latitude 29°43'00" N., longitude 98°01'30" W., thence to point of beginning, and within 5 miles northeast and 8 miles southwest of the LaVernia VOR 149° radial extending from the VOR to 12 miles southeast, and within 2 miles each side of the Kelly VOR 189° radial extending from the VOR to 26 miles south; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°33'30" N., longitude 98°31'30" W., thence to latitude 29°45'30" N., longitude 98°06'00" W., to latitude 29°50'08" N., longitude 97°25'45" W., to latitude 29°54'00" N., longitude 96°49'00" W., to latitude 29°30'00" N., longitude 96°39'30" W., to latitude 29°30'00" N., longitude 97°26'00" W., to latitude 29°19'45" N., longitude 97°26'00" W., to latitude 29°00'00" N., longitude 97°43'00" W., to latitude 28°43'30" N., longitude 98°17'30" W., to latitude 28°54'00" N., longitude 99°05'00" W., to latitude 30°10'40" N., longitude 99°18'40" W., thence to point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at latitude 29°30'00" N., longitude 97°26'00" W., to latitude 29°30'00" N., longitude 96°39'30" W., to latitude 29°08'00" N., longitude 97°00'00" W., to latitude 29°00'00" N., longitude 97°17'00" W., to latitude 29°00'00" N., longitude 97°43'00" W., to latitude 29°19'45" N., longitude 97°26'00" W., thence to point of beginning; and that airspace extending upward from 4,500 feet MSL bounded by a line beginning at latitude 29°24'00" N., and the arc of a 75-mile radius circle centered at latitude 29°38'37.7" N., longitude 98°27'39.7" W., thence clockwise along this arc to longitude 98°33'00" W., thence to latitude 30°33'30" N., longitude 98°31'30" W., to latitude 30°10'40" N., longitude 99°18'40" W., to latitude 29°19'50" N., longitude 99°09'30" W., thence to point of beginning excluding the portions of the transition area with a floor of 4,500 feet MSL that lie within Federal airways.

AMENDMENTS 5/25/67 32 F. R. 5252 (Rewritten); 7/20/67 32 F. R. 10840 (Changed)

San Diego, Calif.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33° 15' 00" N., longitude 117° 30' 30" W., to latitude 33° 15' 00" N., longitude 117° 17' 00" W., to latitude 33° 00' 00" N., longitude 117° 07' 00" W., to latitude 33° 00' 00" N., longitude 116° 51' 00" W., thence S along longitude 116° 51' 00" W., to the United States/Mexican Border, thence W along the United States/Mexican Border, and Flight Information Region Boundary to latitude 32° 29' 40" N., longitude 117° 21' 00" W., thence via the arc of a 21-mile radius circle centered on the San Diego VOR to latitude 32° 33' 00" N., longitude 117° 27' 30" W., thence N to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 33° 30' 00" N., longitude 117° 30' 00" W., thence to latitude 33° 30' 00" N., longitude 116° 18' 00" W., thence to latitude 33° 00' 00" N., longitude 116° 18' 00" W., thence to latitude 33° 00' 00" N., longitude 116° 05' 00" W., thence S via longitude 116° 05' 00" W., to the United States/Mexican Border, thence W via the United States/Mexican Border and Flight Information Region boundary to latitude 32° 29' 40" N., longitude 117° 21' 00" W., thence via the arc of a 21-mile radius circle centered on the San Diego VOR to latitude 32° 37' 15" N., longitude 117° 31' 50" W., thence to latitude 32° 34' 45" N., longitude 117° 39' 00" W., thence to latitude 32° 49' 30" N., longitude 117° 45' 15" W., thence to latitude 32° 57' 40" N., longitude 117° 35' 00" W., thence to latitude 33° 11' 00" N., longitude 117° 48' 55" W., thence to latitude 33° 15' 00" N., longitude 117° 30' 00" W., thence N via longitude 117° 30' 00" W., to the point of beginning.

Sandusky, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.); within 2 miles each side of the Sandusky VOR 026° and 206° radials, extending from the 5-mile radius area to 8 miles SW of the VORTAC.

Sanford, Fla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Sanford, Fla. (latitude 28°46'30" N., longitude 81°14'20" W.).

Sanford, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Sanford Municipal Airport (latitude 43°23'30" N., longitude 70°42'35" W.); within 2 miles each side of the Kennebunk, Maine VOR 064° radial, extending from the 7-mile radius area to 8 miles NE of the VOR.

San Francisco, Calif.

That airspace extending upward from 700 feet above the surface bounded on the N by latitude 38°02'00" N., on the E by longitude 121°52'00" W., on the S by latitude 37°30'00" N., and on the W by a line extending from latitude 37°30'00" N., longitude 122°27'00" W., to latitude 37°34'00" N., longitude 122°31'00" W., to latitude 37°55'00" N., longitude 122°31'00" W., to latitude 38°02'00" N., longitude 122°40'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 38°02'00" N., on the E by a line extending from latitude 38°02'00" N., longitude 121°37'00" W., to latitude 37°38'00" N., longitude 121°37'00" W., to latitude 37°38'00" N., longitude 121°50'00" W., to latitude 37°30'00" N., longitude 121°50'00" W., on the S by latitude 37°30'00" N., and on the W by V-27 and V-199.

Sanibel, Fla.

That airspace extending upward from 2,000 feet above the surface, bounded on the S by Control 1230, on the E and NE by V-225 and the arc of a 20-mile radius circle centered on the Fort Myers, Fla., VORTAC, on the N by latitude 26°30'00" N., on the W by W-168 and a line extending from latitude 26°10'00" N., longitude 82°17'00" W., to the INT of the N boundary of control 1230 and longitude 82°15'00" W.

AMENDMENTS 3/30/67 32 F. R. 2441 (Added)

San Jose, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Moffett TACAN 157° radial, extending from 8 miles SE to 16 miles SE of the TACAN, within 2 miles each side of the San Jose ILS localizer course extending from the San Jose 5-mile radius control zone to 1 mile SE of the San Jose LOM, within 5 miles SW and 8 miles NE of the San Jose VOR 137° radial, extending from 16 miles SE to 28 miles SE of the VOR, and that airspace bounded by a line beginning at latitude 37°30'00" N., longitude 121°52'00" W., thence to latitude 37°22'00" N., longitude 122°08'00" W., thence to latitude 37°22'00" N., longitude 122°24'00" W., thence to latitude 37°30'00" N., longitude 122°27'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°30'00" N., on the E and NE by longitude 121°50'00" W., and the SW edge of V-107, on the SE and S by the NW edge of V-111 and latitude 37°00'00" N., and on the W by the E edge of V-27 to latitude 37°30'00" N.

San Luis Obispo, Calif.

That airspace extending upward from 1,200 feet above the surface N of San Luis Obispo bounded on the SW by V-27, on the E by V-25W, and on the N by a line extending from V-27 through latitude 35°30'00" N., longitude 120°56'00" W., and latitude 35°32'00" N., longitude 120°48'00" W., to V-25 W; and W of San Luis Obispo bounded on the NE by V-27 and the Lompoc, Calif., control area extension, and on the W and SW by a line extending from V-27 through latitude 35°17'00" N., longitude 121°00'00" W., to latitude 35°10'00" N., longitude 120°55'00" W., thence through latitude 35°04'00" N., longitude 120°44'30" W. to the Lompoc, Calif. control area extension.

San Rafael, Calif.

That airspace extending upward from 700 feet above the surface bounded on the E by the W edge of V-195, on the S by latitude 38°02'00" N., and on the W and N by an arc of a 23-mile radius circle centered on Hamilton AFB (latitude 38°03'35" N., longitude 122°30'35" W.); that airspace extending upward from 1,200 feet above the surface bounded on the N by the S edge of V-200, on the E by the W edge of V-195, on the S by latitude 38°02'00" N., on the W by the E edge of V-199 to latitude 38°43'30" N., thence via latitude 38°43'30" N. to the E edge of V-25, thence via the E edge of V-25 to the S edge of V-200.

San Simon, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the San Simon VOR 089° and 269° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the portion within the Cochise, Ariz. and Portal, Ariz. transition areas.

Santa Barbara, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the W by V-25, on the N by V-248, on the NE by V-107, on the E by Long. 119°30'00" W, and on the S by V-12.

Santa Catalina, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 117° 30' 00" W., on the S by a line extending from latitude 33° 15' 00" N., longitude 117° 30' 00" W., to latitude 33° 11' 00" N., longitude 117° 48' 55" W., to latitude 33° 18' 00" N., longitude 118° 34' 00" W., on the W by longitude 118° 34' 00" W., and on the N by latitude 33° 30' 00" N., excluding the portion within Control Area 1177.

Santa Fe, N. Mex.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" W.), within 2 miles each side of the Santa Fe VORTAC 165° radial, extending from the 10-mile radius area to 8 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°14'00" N., longitude 106°02'05" W.; thence counterclockwise along the arc of a 46-mile radius circle centered on the Albuquerque VORTAC; to latitude 35°37'35" N., longitude 106°24'48" W.; to latitude 35°47'00" N., longitude 106°15'00" W.; to latitude 35°47'00" N., longitude 105°50'00" W.; to latitude 35°14'00" N., longitude 105°50'00" W.; to point of beginning, excluding the portion within R-5101.

Santa Rosa, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sonoma County Airport (latitude 38°30'30" N., longitude 122°48'45" W.) and within a 1-mile radius of Santa Rosa Coddingtown Airport (latitude 38°28'30" N., longitude 122°44'25" W.).

Saranac Lake, N. Y.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 44°23'04" N., 74°12'09" W., of Adirondack Airport, Saranac Lake, N. Y.; within 5 miles south and 8 miles north of the Saranac Lake VOR 237° radial extending from the VOR to 12 miles southwest of the VOR. This transition area is effective from sunrise to sunset, daily.

Sarasota, Fla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sarasota-Bradenton Airport (latitude 27°23'47" N., longitude 82°33'15" W.); within 2 miles each side of the Sarasota, Fla., VOR 299° radial extending from the 5-mile radius area to 8 miles NW of the VOR.

Sault Ste. Marie, Mich.

That airspace within the United States extending upward from 700 feet above the surface within a 7-mile radius of Kincheloe AFB (latitude 46°15'00" N., longitude 84°28'00" W.); within 8 miles NE and 5 miles SW of the 129° bearing from the Sault Ste. Marie RBN, extending from the RBN to 12 miles SE of the RBN; within 2 miles each side of the Sault Ste. Marie VOR 153° radial, extending from the VOR to 8 miles SE of the VOR, within 2 miles each side of the Sault Ste. Marie, Ontario, Canada, ILS localizer NW course, extending from the OM to 8 miles NW of the OM, and within 2 miles each side of the 293° bearing from the Gros Cap RBN, extending from the RBN to 8 miles NW of the RBN, and the airspace within the United States extending upward from 1,200 feet above the surface within a 34-mile radius of Kincheloe AFB and within 8 miles NE and 5 miles SW of the Whitefish, Michigan VOR 118° and 298° radials extending from 12 miles SE to 13 miles NW of the VOR.

Savannah, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hunter AAF (latitude 32°00'35" N., longitude 81°08'45" W.); within an 8-mile radius Savannah Municipal Airport (latitude 32°07'35" N., longitude 81°12'05" W.); within 2 miles each side of the Savannah VORTAC 065° radial, extending from the Savannah Municipal Airport 8-mile radius area to 8 miles NE of the VORTAC; within 2 miles each side of the Savannah ILS localizer E course, extending from the Savannah Municipal Airport 8-mile radius area to 8 miles E of the INT of the ILS localizer E course and the Savannah VORTAC 179° radial; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°45'50" N., longitude 80°30'30" W.; thence SE to latitude 32°29'30" N., longitude 80°12'00" W.; thence SW via a line 3 nautical miles from the coastline to latitude 32°13'00" N., longitude 80°30'00" W.; thence S to latitude 32°00'00" N., longitude 80°33'00" W.; thence SW to latitude 31°30'00" N., longitude 80°51'05" W.; thence W via latitude 31°30'00" N., to the E boundary of V-267; thence NW via the E boundary of V-267 to the SE boundary of V-157; thence NE via the SE boundary of V-157 to the S boundary of V-18S; thence E via the S boundary of V-18S to the W boundary of V-3; thence S via the W boundary of V-3 to latitude 32°44'00" N.; thence E via latitude 32°44'00" N., to longitude 80°43'25" W.; thence E to the point of beginning.

AMENDMENTS 4/1/67 32 F. R. 4307 (Changed); 8/24/67 32 F. R. 12712 (Changed)

Scottsbluff, Nebr.

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Scottsbluff VORTAC 211° and 031° radials, extending from 7 miles NE to 13 miles SW of the VORTAC; within 5 miles S and 8 miles N of the Scottsbluff VORTAC 259° and 080° radials, extending from 4 miles W to 13 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Scottsbluff VORTAC.

Seattle, Wash.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'30" W.); within a 23-mile radius of the Seattle VORTAC: within a 10-mile radius of Olympia VORTAC, within 2 miles each side of the Olympia VORTAC 170° radial, extending from the 10-mile radius area to 12 miles S of the VORTAC, within 2 miles each side of the Olympia VORTAC 195° radial, extending from the 10-mile radius area to 14 miles S of the VORTAC, and within 2 miles each side of the Olympia VORTAC 269° radial, extending from the 10-mile radius area to 14 miles W of the VORTAC; within a 23-mile radius of latitude 47°39'30" N., longitude 122°25'00" W.; within an 8-mile radius of Kitsap County Airport, Bremerton, Wash. (latitude 47°29'35" N., longitude 122°45'35" W.); that airspace N of Seattle extending from the 23-mile radius area of latitude 47°39'30" N., longitude 122°25'00" W., bounded on the W by longitude 122°30'00" W., on the N by latitude 48°05'00" N., and on the E by longitude 121°55'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 121°35'00" W., on the SE by a line extending from latitude 46°55'00" N., longitude 121°35'00" W., to latitude 46°55'00" N., longitude 121°53'00" W., to latitude 46°45'00" N., longitude 121°53'00" W., on the S by latitude 46°45'00" N., on the W by longitude 123°15'00" W., and on the N by latitude 48°05'00" N., and that airspace SW of Seattle bounded on the S by V-204, on the NW by V-27W and on the E by longitude 123°15'00" W.; that airspace S of Seattle extending upward from 4,500 feet MSL bounded on the E by longitude 122°30'00" W., on the S by latitude 46°25'00" N., on the W by V-99 and on the N by latitude 46°45'00" N.; that airspace SW of Seattle bounded on the SE by V-99, on the SW by the arc of a 37-mile radius circle centered on the Olympia, Wash., VORTAC, and on the N by V-204, and that airspace W of Seattle bounded on the E by longitude 123°15'00" W., on the S by V-27W, on the W by longitude 123°40'00" W., and on the N by a line 7 miles N of and parallel to the N edge of V-27W; that airspace extending upward from 6,500 feet MSL S of Seattle bounded on the E by a line extending from latitude 46°45'00" N., longitude 122°02'00" W., to latitude 46°25'00" N., longitude 122°16'00" W., on the S by latitude 46°25'00" N., and on the W by longitude 122°30'00" W., and on the N by latitude 46°45'00" N.; that airspace S of Seattle extending upward from 7,000 feet MSL, bounded on the E by longitude 121°53'00" W., on the S by latitude 46°25'00" N., on the W by a line extending from latitude 46°45'00" N., longitude 122°02'00" W., to latitude 46°25'00" N., longitude 122°16'00" W., and on the N by latitude 46°45'00" N.; that airspace W of Seattle extending upward from 8,500 feet MSL, bounded on the E by longitude 123°15'00" W., on the S by a line 7 miles N of and parallel to the N edge of V-27W, on the W by longitude 123°40'00" W., and on the N by latitude 47°30'00" W.; that airspace NW of Seattle extending upward from 9,500 feet MSL bounded on the E by longitude 123°15'00" W., on the S by latitude 47°30'00" N., on the W by longitude 123°40'00" W., and on the N by latitude 48°03'00" N., and that airspace NE of Seattle bounded on the E by longitude 121°00'00" W., on the S by V-2N, on the W by longitude 121°35'00" W., and on the N by latitude 48°00'00" N. The portions within the Portland, Oreg., and Port Angeles, Wash., transiton areas are excluded.

Sedalia, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Whiteman, AFB, Sedalia, Mo., (latitude 38°43'50" N., longitude 93°33'00" W.), within 2 miles each side of Whiteman ILS localizer S course, extending from the 8-mile radius area to 8 miles S of the LOM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at longitude 93°30'00" W., and the south boundary of V-12, thence north via longitude 93°30'00" W., to the south boundary of V-4, thence east along the south boundary of V-4 to longitude 92°31'00" W., thence south along longitude 92°31'00" W., to the south boundary of V-12, thence west along the south boundary of V-12 to and clockwise along the arc of a 29-mile radius circle centered on the Whiteman VOR, to the east boundary of V-159, thence northwest along the east boundary of V-159 to and counterclockwise along the arc of a 42-mile radius circle centered on the Kansas City, Mo., Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.) to the south boundary of V-12, thence east along the south boundary of V-12 to the point of beginning.

AMENDMENTS 6/22/67 32 F. R. 6555 (Changed)

Selinsgrove, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°49'05" N., 76°51'50" W., of Penn Valley Airport, Selinsgrove, Pa.; within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius area to 7 miles N of the end of the runway; within 2 miles each side of the centerline of Runway 17 extended from the 5-mile radius zone to 7 miles S of the end of the runway; and within 2 miles each side of the Selinsgrove VOR 192° radial extending from the 5-mile radius zone to 8 miles S of the VOR. This transition area is effective from sunrise to sunset, daily.

Selma, Ala.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Craig AFB (latitude 32°20'31" N., longitude 86°59'32" W.); within a 5-mile radius of Selfield Airport (latitude 32°26'28" N., longitude 86°57'05" W.); within 8 miles each side of the Craig AFB ILS localizer SE course extending from the AFB to 12 miles SE of the OM; within 2 miles each side of the Craig TACAN 316° radial, extending from the 9-mile radius area to 12 miles NW of the TACAN.

AMENDMENTS 4/12/67 32 F. R. 6261 (Changed)

Sheboygan, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sheboygan County Memorial Airport (latitude 43°46'05" N., longitude 87°51'05" W.); and within 5 miles E and 8 miles W of the 021° bearing from Sheboygan County Memorial Airport, extending from the airport to 12 miles N of the airport.

Shelby, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby Airport (latitude 48°32'26" N., longitude 111°52'30" W.); and within 2 miles each side of the 059° bearing from Shelby Airport extending from the 7-mile radius area to 8 miles NE of the airport; and that airspace extending from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the 059° bearing from Shelby Airport, extending from the airport to 12 miles NE of the airport; and within 5 miles each side of the Cut Bank, Mont. VOR 096° radial extending from the Cut Bank VOR to Shelby Airport excluding the portion which overlies the Cut Bank, Mont., transition area.

PENDING AMENDMENT

Shelbyville, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Shelbyville Memorial Airport (latitude 39°34'50" N., longitude 85°48'20" W.), and within 2 miles each side of the Shelbyville, Ind., VOR 340° radial extending from the 5-mile radius area to 8 miles north of the VOR.

AMENDMENTS 2/29/68 32 F. R. 20631 (Added)

Shelbyville, Tenn.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Bomar Field (latitude 35°33'44" N., longitude 86°26'33" W.); within 5 miles N and 8 miles S of the Shelbyville VOR 272° radial extending from the VOR to 12 miles W; within 5 miles E and 8 miles W of the Shelbyville VOR 195° radial extending from the VOR to 12 miles S.

AMENDMENT 2/2/67 31 F.R. 15531 (Rewritten); 3/20/67 32 F. R. 2370 (Changed)

Shenandoah, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Shenandoah, Iowa, Municipal Airport (latitude 40°45'15" N., longitude 95°25'15" W.), and within 5 miles NE and 8 miles SW of the 133° bearing from the Shenandoah RBN, extending from the RBN to a point 12 miles SE of the RBN.

Sheridan, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sheridan VORTAC 318° radial, extending from the VORTAC to 3 miles NW of the VORTAC, and within 2 miles each side of the Sheridan VORTAC 137° radial, extending from the arc of a 5-mile radius circle centered on the Sheridan County Airport (latitude 44°46'25" N., longitude 106°58'15" W.) to 23 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Sheridan VORTAC 137° and 317° radials, extending from 25 miles SE to 15 miles NW of the VORTAC.

Sherman, Tex.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Perrin AFB (latitude 33°42'25" N., longitude 96°40'25" W.); and within a 5-mile radius of Sherman, Tex., Municipal Airport (latitude 33°37'30" N., longitude 96°35'09" W.); and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line begining at latitude 33°07'00" N., longitude 95°41'00" W.; to latitude 33°09'00" N., longitude 95°54'00" W.; to latitude 33°09'00" N., longitude 96°01'00" W.; to latitude 33°37'00" N., longitude 96°50'00" W.; to latitude 33°34'00" N., longitude 97°44'00" W.; to latitude 33°48'00" N., longitude 97°44'00" W.; to latitude 33°56'00" N., longitude 97°18'00" W.; thence N via longitude 97°18'00" W. to and clockwise along the arc of a 25-mile radius circle centered at latitude 34°18'00" N., longitude 97°00'50" W.; to longitude 97°25'00" W. NW of Ardmore, Okla., thence N via longitude 97°25'00" W. to and counter-clockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W.; to latitude 35°11'00" N.; thence E via latitude 35°11'00" N. to latitude 35°11'00" N., longitude 95°55'00 W.; to latitude 34°33'30" N., longitude 95°58'30" W.; to latitude 34°33'30" N., longitude 95°37'30" W.; to latitude 33°49'00" N., longitude 95°18'00" W.; to latitude 33°49'00" N., longitude 95°34'00" W.; to point of beginning.

Shreveport, La.

That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 32°48'10" N., longitude 93°48'30" W.; to latitude 32°42'00" N., longitude 93°37'00" W.; to latitude 32°25'00" N., longitude 93°27'00" W.; to latitude 32°14'00" N., longitude 93°27'00" W.; to latitude 32°16'30" N., longitude 93°53'30" W.; to latitude 32°35'30" N., longitude 94°00'30" W.; to point of beginning; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 33°30'00" N., longitude 93°36'00" W.; to latitude 33°22'50" N., longitude 93°02'30" W.; to latitude 33°20'30" N., longitude 92°51'30" W.; to latitude 32°44'00" N., longitude 92°20'00" W.; to latitude 32°10'00" N., longitude 92°20'00" W.; to latitude 31°49'00" N., longitude 92°51'30" W.; to latitude 31°26'00" N., longitude 93°17'00" W.; to latitude 31°42'00" N., longitude 93°51'00" W.; to latitude 31°42'00" N., longitude 94°37'00" W.; to latitude 32°00'00" N., longitude 94°30'00" W.; to latitude 32°17'00" N., longitude 94°19'00" W.; to latitude 32°41'10" N., longitude 95°00'00" W.; to latitude 33°14'00" N., longitude 94°11'00" W.; to point of beginning.

Shuyak, Alaska

That airspace extending upward from 1,200 feet above the surface within 8 miles W either side of the 167° and 347° bearings from the Shuyak RBN, extending from 13 miles N to 14 miles S of the RBN.

Sidney, Nebr.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sidney VOR 259° radial extending from the VOR to 8 miles W of the VOR, and within 4 miles each side of the Sidney VOR 083° radial, extending from 9 miles E to 13 miles E of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of the Sidney VOR 079° and 259° radials extending from 3 miles E to 12 miles W of the VOR; and that airspace SW of Sidney VOR, extending upward from 8,500 feet MSL, bounded on the N by the S edge of V-138, on the E by the W edge of V-169, on the SE by the NW edge of V-172, on the SW by the NE edge of V-132, and on the NW by the SE edge of V-207, excluding the airspace withiin Federal airways.

Sidney, N. Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°18'30" N., 75°24'45" W. of Sidney Airport, Sidney, N. Y.; within 2 miles each side of the Rockdale VOR 219° radial extending from the 5-mile radius to the VOR; within 2 miles each side of a bearing 048° from the Sidney radio beacon 42°20'03" N., 75°22'10" W. extending from the 5-mile radius to 8 miles NE of the radio beacon.

Sidney, Ohio

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°14'23" N., 84°09'17" W. of Sidney Airport, Sidney, Ohio; and within 2 miles each side of the Rosewood VOR 242° radial extending from the 4-mile radius area to the VOR.

Silver City, N. Mex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Silver City-Grant County Airport (latitude 32°38'22" N., longitude 108°09'22" W.); and within 5 miles southwest and 8 miles northeast of the Silver City VOR 141° radial, extending from the VOR to 12 miles southeast; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 32°19'00" N., longitude 107°59'00" W.; to latitude 32°35'00" N., longitude 108°37'00" W.; to latitude 33°02'00" N., longitude 107°42'00" W.; to latitude 32°25'00" N., longitude 107°50'00" W.; to point of beginning.

AMENDMENTS 7/20/67 32 F. R. 7125 (Added)

Simmons Army Air Field, N.C.
That airspace extending upward from 700 feet above the surface within 5 miles S and 8 miles N of the Simmons VOR 085° radial, extending from the VOR to 12 miles E of the VOR, excluding that airspace which coincides with the Ft. Bragg, N.C. (Pope AFB) transition area.

Sioux City, Iowa
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Sioux City Municipal Airport (latitude 42°24'03" N., longitude 96°22'55" W.); within 7 miles SW and 8 miles NE of the Sioux City ILS localizer SE course, extending from the 10-mile radius area to 12 miles SE of the ILS OM; and within 7 miles NE and 8 miles SW of the Sioux City ILS localizer NW course extending from the 10-mile radius area to 12 miles NW of Jackson, Nebr., RBN; and that airspace extending upward from 1,200 feet above the surface within a 27-mile radius of the Sioux City VORTAC, and the area SE of Sioux City bounded on the NE by a line 5 miles NE of and parallel to the Sioux City VORTAC 116° radial, on the SW by a line 5 miles SW of and parallel to the Sioux City VORTAC 140° radial, on the NW by the 27-mile radius area and on the SE by the arc of a 30-mile radius circle centered on the Sioux City ILS OM.

Sioux Falls, S. Dak.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of the Sioux Falls VORTAC; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Sioux Falls VORTAC extending from a line 5 miles southwest of and parallel to the Sioux Falls VORTAC 336° radial clockwise to the northwest edge of V-148, and extending from the south edge of V-120 east of Sioux Falls clockwise to the south edge of V-120 west of Sioux Falls; and that airspace extending upward from 5,000 feet MSL within a 43-mile radius of Sioux Falls VORTAC, extending from the south edge of V-120 east of Sioux Falls clockwise to the south edge of V-120 west of Sioux Falls, excluding the area which overlies V-15, V-15E, V-148, V-181, and V-181W; and within a 33-mile radius of Sioux Falls VORTAC, extending from a line 5 miles southwest of and parallel to the Sioux Falls VORTAC 336° radial clockwise to the northwest edge of V-148, excluding the portion which overlies V-181.

AMENDMENTS 10/12/67 32 F. R. 11520 (Rewritten)

Sitka, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sitka RR SW course, extending from 2 miles SW to 8 miles SW of the RR; within 2 miles each side of the Biorka, Alaska, VORTAC 207° radial, extending from 2 miles SW to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Biorka VORTAC 027° and 207° radials, extending from 6 miles NE to 14 miles SW of the VORTAC.

Skwentna, Alaska
That airspace extending upward from 1,200 feet above the surface within 15 miles S and 23 miles N of the 100° and 280° bearings from the Skwentna RR, extending from 40 miles W to 13 miles E of the RR.

Smithfield, R.I.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°55'21" N., 71°29'30" W. of North Central State Airport, Smithfield, R.I., and within 2 miles east and 5 miles west of the Providence, R.I., VOR 347° radial extending from the 5-mile radius to the VOR, excluding the portion that overlaps the Providence 700-foot transition area.

Snowbird, Tenn.
That airspace extending upward from 1,200 feet above the surface S of V-16S and V-185 bounded on the S by a line 10 miles S of and parallel to the centerlines of V-16S and V-185, on the W by the arc of a 21-mile radius circle centered at the McGhee-Tyson Airport (latitude 35°48'40" N., longitude 83°59'35" W.), on the E by the arc of a 25-mile radius circle centered at the Asheville Airport (latitude 35°26'00" N., longitude 82°32'25" W.) within the area SW of Snowbird VOR bounded on the NW by the arc of a 21 mile radius circle centered at the McGhee-Tyson Airport, on the E by a line 10 miles E of and parallel to the centerline of V-267, on the N by a line 10 miles N of and parallel to V-54, on the SE by V-222, on the S by V-54, on the W by V-267; and that airspace extending upward from 7,700 feet MSL bounded on the W by a line 10 miles E of and parallel to the centerline of V-267, on the NW by the arc of a 21-mile radius circle centered at the McGhee-Tyson Airport, on the N by a line 10 miles S of and parallel to the centerlines of V-16S and V-185, on the E by a line 6 miles W of and parallel to the 341°bearing from the Broad River RBN, on the SE by V-222, on the S by a line 10 miles N of and parallel to the centerline of V-54.

Soldotna, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Soldotna Airport (latitude 60°28'25" N., longitude 151°02'20" W.) and within 2 miles each side of the Cordova Airlines Soldotna private radio beacon (latitude 60°28'45" N., longitude 151°02'00" W.) 261° bearing extending from the 5-mile radius area to 8 miles west of the radio beacon, within 2 miles each side of the 087° bearing from the Cordova Airlines private radio beacon (latitude 60°28'45" N., longitude 151°02'00" W.) extending from the radio beacon to 8 miles east; and that airspace extending upward from 1,200 feet above the surface within 8 miles south and 5 miles north of the Cordova Airlines private radio beacon 261° bearing extending from the radio beacon to 12 miles west, excluding the Anchorage, Alaska, and Kenai, Alaska, 1,200-foot transition areas.
AMENDMENTS 10/12/67 32 F. R. 13219 (Added); Eff. date changed 12/7/67 32 F. R. 14549

Somerset, Ky.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°03'25" N., 84°36'45" W., of Somerset-Pulaski County Airport, Somerset, Ky.; and within 2 miles each side of the Somerset, Ky., RBN (latitude 37°03'19" N., longitude 84°36'58" W.) 220° bearing extending from the 5-mile radius area to 8 miles southwest of the RBN; within 2 miles eash side of the centerline of Runway 4 extended from the 5-mile radius area to 8 miles northeast of the end of the runway; and within 2 miles each side of the centerline of Runway 22 extended from the 5-mile radius area to 5 miles southwest of the end of the runway.

That airspace extending upward from 1,200 feet above the surface bounded on the northwest by V-493 on the northeast by V-310 and on the south by V-140 N excluding that portion that coincides with the London, Ky., transition area.

AMENDMENTS 1/4/68 32 F. R. 16098 (Added)

South Bend, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of St. Joseph County Airport, South Bend, Ind. (latitude 41°42'15" N., longitude 86°18'50" W.) and within 5 miles south and 8 miles north of the South Bend ILS localizer east course, extending from St. Joseph County Airport to 12 miles east of the ILS outer marker and within 5 miles west and 8 miles east of the South Bend, Ind. VOR 360° radial, extending from the St. Joseph County Airport to 12 miles north of the VOR and within a 5-mile radius of Tyler Memorial Airport, Niles, Mich. (latitude 41°50'30" N., longitude 86°13'30" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 41°20'00" N., on the west by longitude 87°00'00" W., on the north by latitude 42°35'00" N., and on the east by a line extending from latitude 42°35'00" N., longitude 86°00'00" W., direct to latitude 42°07'30" N., longitude 86°00'00" W., along the east edge of V-277 to latitude 41°40'00" N., longitude 85°38'25" W., direct to latitude 41°40'00" N., longitude 85°30'00" W., direct to latitude 41°20'00" N., longitude 85°30'00" N.

South Boston, Va.

That airspace extending upward from 700 feet above the surface and within a 5-mile radius of the center, 36°42'35" N., 78°50'55" W. of William M. Tuck Airport, South Boston, Va.; and within 2 miles each side of the South Boston, Va., VOR 076° radial extending from the 5-mile radius area to the VOR. This transition area shall be in effect sunrise to sunset, daily.

Southbridge, Mass.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 42°06'05" N., 72°02'20" W., of Southbridge Airport, Southbridge, Mass.; and within 2 miles each side of the Putnam VOR 315° radial extending from the 4-mile radius area to the VOR.

Southern Pines, N.C.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Pinehurst-Southern Pines Airport (latitude 35°14'06" N., longitude 79°23'36" W.); within 2 miles each side of the Pinehurst VOR 083° radial, extending from the 6-mile radius area to the VOR.

South Haven, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of South Haven, Mich. Municipal Airport (latitude 42°21'00" N., longitude 86°15'30" W.) and within 2 miles each side of the Pullman, Mich., VORTAC 226° radial extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 7/20/67 32 F. R. 7820 (Added)

South Kauai, Hawaii

That airspace extending upward from 700 feet above the surface within 2 miles N and 4 miles S of the South Kauai VOR 271° radial, extending from the VOR to 8 miles W of the VOR.

Spartanburg, S. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Spartanburg Downtown Memorial Airport (latitude 34°54'55" N., longitude 81°57'32" W.); within 2 miles each side of a 237° bearing from the Spartanburg RBN, extending from the 8-mile radius area to 8 miles southwest of the RBN; within 2 miles each side of the Spartanburg VORTAC 194° and 014° radials, extending from the 8-mile radius area to 8 miles north of the VORTAC, excluding that portion which coincides with the Greenville, S. C., transition area.

AMENDMENTS 12/7/67 32 F. R. 13506 (Rewritten)

Spencer, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Spencer, Iowa, Municipal Airport (latitude 43°09'45" N., longitude 95°11'30" W.), and within 2 miles each side of the 191° bearing from the Spencer Municipal Airport, extending from the 5-mile radius to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 191° bearing from the Spencer Municipal Airport, extending from the airport to 12 miles S of the airport, and within 5 miles each side of the 011° bearing from the Spencer Municipal Airport, extending from the airport to V-120.

Spokane, Wash.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.), and within a 15-mile radius of Fairchild AFB, Spokane, Wash. (latitude 47°36'55" N., longitude 117°39'20" W.); that airspace extending upward from 1,200 feet above the surface within a 38-mile radius of Fairchild AFB, Spokane (latitude 47°36'55" N., longitude 117°39'20" W.), within a 52-mile radius of Fairchild AFB, extending clockwise from the Spokane VORTAC 024° radial to a line 5 miles S of and parallel to the Spokane VORTAC 094° radial, and clockwise from a line 5 miles NE of and parallel to the Spokane VORTAC 156° radial to the Spokane VORTAC 300° radial; and that airspace S of Spokane extending from the 52-mile radius area bounded on the E by longitude 117°32'00" W., on the S by V-536, and on the W by V-281; that airspace extending upward from 7,000 feet m.s.l. within the area bounded by the arcs of 38- and 52-mile radius circles centered on Fairchild AFB, extending clockwise from the Spokane VORTAC 300° to the 024° radials; and that airspace extending upward from 6,000 feet m.s.l. within the area bounded by the arcs of 38- and 52-mile radius circles centered on Fairchild AFB, extending clockwise from a line 5 miles S of and parallel to the Spokane VORTAC 094° radial to a line 5 miles NE of and parallel to the Spokane VORTAC 156° radial.

Springfield, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Capital Airport, Springfield, Ill. (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the ILS localizer SW course, extending from the 7-mile radius area to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at intersection of longitude 89°33'00" W. and the NW boundary of V-426, thence SW along the NW boundary of V-426 to and counterclockwise along the arc of a 33-mile radius circle centered on the Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.) to and N along the W boundary of V-9W, to and N along longitude 90°18'00" W., to and W along a line 10 miles S of and parallel to the Capital, Ill., VOR 269° radial, to and N along longitude 90°29'00" W., to and E along a line 6 miles N of and parallel to the Capital VOR 269° radial, to and clockwise along the arc of a 26-mile radius circle centered on Capital Airport, to and NE along the SE boundary of V-173, to and S along longitude 88°39'59" W., to and SW along the NW boundary of V-191, to and counterclockwise along the arc of a 15-mile radius circle centered on the Decatur, Ill., VOR, to and W along a line 6 miles N of and parallel to the Decatur 285° radial, to and clockwise along the arc of a 26-mile radius circle centered on the Capital Airport, to and S along longitude 89°33'00" W. to the point of beginning, and that airspace extending upward from 3,000 MSL within a area bounded on the N by latitude 40°20'00" N., on the E by the W boundary of V-129 on the S by the arc of a 26-mile radius circle centered on the Capital Airport, on the west by longitude 90°00'00" W.; within an area bounded on the N by latitude 40°20'00" N., on the SE by the NW boundary of V-9, on the S by the arc of a 26-mile radius circle centered on Capital Airport, on the W by the E boundary of V-129; within an area bounded on the N by latitude 40°20'00" N., on the SE by the NW boundary of V-173, on the NW by the SE boundary of V-9; and within an area bounded on the NW by the arc of a 26-mile radius circle centered on Capital Airport on the N by a line 10 miles S of and parallel to the Decatur 285° radial on the SE by the NW boundary of V-191 and V-426, on the W by longitude 89°33'00" W.

AMENDMENTS 6/22/67 32 F. R. 6555 (Changed)

PENDING AMENDMENT

Springfield, Ill

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.); and within the arc of a 23-mile radius circle centered on the Capital VORTAC, extending from a line 2 miles southeast of and parallel to the Capital VORTAC 213° radial clockwise to a line 2 miles northwest of and parallel to the Capital VORTAC 228° radial; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at the intersection of longitude 89°33'00" W. and the northwest boundary of V-426, thence southwest along the northwest boundary of V-426 to and counterclockwise along the arc of a 33-mile radius circle centered on the Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.) to and north along the west boundary of V-9W, to and north along longitude 90°18'00" W., to and west along a line 10 miles south of and parallel to the Capital VORTAC 269° radial to and north along longitude 90°29'00" W., to and east along a line 6 miles north of and parallel to the Capital VORTAC 269° radial to and clockwise along the arc of a 26-mile radius circle centered on Capital Airport, to and northeast along the southeast boundary of V-173, to and south along longitude 88°39'59" W., to and southwest along the northwest boundary of V-191, to and counterclockwise along the arc of a 15-mile radius circle centered on the Decatur, Ill., VOR, to and west along a line 6 miles north of and parallel to the Decatur VOR 285° radial to and clockwise along the arc of a 26-mile radius circle centered on Capital Airport, to and south along longitude 89°33'00" W., to the point of beginning; and that airspace extending upward from 3,000 MSL within the area bounded on the north by latitude 40°20'00" N., on the east by the west boundary of V-129, on the south by the arc of a 26-mile radius circle centered on Capital Airport, and on the west by longitude 90°00'00" W.; within the area bounded on the north by latitude 40°20'00" N., on the southeast by the northwest boundary of V-9 on the south by the arc of a 26-mile radius circle centered on Capital Airport, and on the west by the east boundary of V-129; within the area bounded on the north by latitude 40°20'00" N., on the southeast by the northwest boundary of V-173, and on the west by the southeast boundary of V-9; and within the area bounded on the northwest by the arc of a 26-mile radius circle centered on Capital Airport, on the north by a line 10 miles south of and parallel to the Decatur VOR 285° radial, on the southeast by the northwest boundary of V-191 and V-426, and on the west by longitude 89°33'00" W.

AMENDMENTS 2/1/68 32 F. R. 16392 (Rewritten)

Springfield, Mo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Springfield, Mo., Municipal Airport (latitude 37°14'35" N., longitude 93°23'20" W.); within 2 miles each side of the 324° bearing from the Springfield RBN, extending from the 7-mile radius area to 8 miles northwest of the RBN; within 5 miles west and 8 miles east of the Springfield ILS localizer south course, extending from 1 mile north to 12 miles south of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius area of the Springfield Municipal Airport; within 7 miles northwest and 10 mile southeast of the Springfield VORTAC 210° radial, extending from the 25-mile radius area to 44 miles southwest of the VORTAC; within 7 miles northwest and 10 miles southeast of the Springfield VORTAC 240° radial, extending from the 25-mile radius area to 37 miles southwest of the VORTAC; within 7 miles south and 10 miles north of the Springfield VORTAC 261° radial, extending from the 25-mile radius area to 51 miles west of the VORTAC; within a 26-mile radius area of the Springfield VORTAC, within 7 miles northeast and 10 miles southwest of the Springfield VORTAC 337° radial, extending from the 26-mile radius area to 40 miles northwest of the VORTAC; within 7 miles southeast and 10 miles northwest of the Springfield VORTAC 028° radial, extending from the 26-mile radius area to 41 miles northeast of the VORTAC; within 7 miles southeast and 10 miles northwest of the Springfield VORTAC 058° radial, extending from the 26-mile radius area to 44 miles northeast of the VORTAC; and within 8 miles southeast and 11 miles northwest of the Dogwood, Mo., VORTAC 053° and 233° radials, extending from 7 miles northeast to 14 miles southwest of the VORTAC.

AMENDMENTS 12/7/67 32 F. R. 14207 (Rewritten)

Springfield, Vt.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hartness Airport (latitude 43°20'40" N., longitude 72°31'15" W.); within 2 miles each side of the Keene VOR 341° radial extending from the 5 mile radius area to 5.5 miles SE of the Springfield RBN; within 2 miles each side of the 185° bearing from the Springfield RBN extending from the 5-mile radius area to 8 miles S of the RBN. This transition area is effective from sunrise to sunset, daily.

State College, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°51'05" N., 77°51'00" W., of University Park Airport, State College, Pa.; within a 5-mile radius of the center 40°46'15" N., 77°52'50" W., of State College Air Depot Airport, State College, Pà., and within 2 miles each side of the State College Air Depot Airport Runway 22 centerline extended from the State College Air Depot Airport 5-mile radius area to 10 miles southwest of the end of the runway, excluding that portion that coincides with the Philipsburg, Pa., transition area.

Staunton, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Shenandoah Valley Airport (latitude 38°15'45" N., longitude 78°53'50" W.) and within 2 miles each side of the 216° bearing from the Laurel Hill RBN extending from the 7-mile radius area to 8 miles SW of the RBN.

Sterling, Ill.

That airspace extending upward from 700 feet above the surface wtihin a 5-mile radius of Whiteside County Airport (latitude 41°44'20" N., longitude 89°40'40" W.); and within 2 miles each side of the Polo, Ill., VORTAC 209° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the Polo VORTAC 206° radial extending from the 5-mile radius area to 31 miles SW of the VORTAC; and within 2 miles each side of the 231° bearing from the Whiteside County Airport extending from the 5-mile radius area to 8 miles SW of the airport, excluding the airspace within the Dixon, Ill., transition area.

Stevens Point, Wis.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stevens Point, Wis., Municipal Airport (latitude 44°32'38" N., longitude 89°31'50" W.); within 2 miles each side of the Stevens Point, Wis., VOR 024° radial extending from the 5-mile radius area to 11 miles NE of the VOR; within 2 miles each side of the Stevens Point VOR 111° radial extending from the 5-mile radius area to 8 miles E of the VOR; within 2 miles each side of the Stevens Point VOR 217° radial extending from the 5-mile radius area to 8 miles SW of the VOR; and within 2 miles each side of the Stevens Point VOR 306° radial extending from the 5-mile radius area to 8 miles NW of the VOR.

Stillwater, Okla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Searcy Field, Stillwater, Okla., latitude 36°09'30" N., longitude 97°05'05" W.); and within 2 miles each side of the Stillwater VOR 005° radial, extending from the 6-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded on the W by the E boundary of V-77E; on the E by the SW boundary of V-74S; and on the S by latitude 36°26'00" N., excluding the portion within the Ponca City, Okla., transition area.

Stockton, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Stockton ILS localizer SE course, extending from the OM to 1 mile NW of the OM; within 2 miles each side of the Stockton VORTAC 140° radial, extending from the VORTAC to 8 miles SE of the VORTAC, and within a 12-mile radius of the Stockton VORTAC, extending from the arc of a 5-mile radius circle centered on the Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.) clockwise from a line 2 miles SW of and parallel to the Stockton VORTAC 303° radial to a line 2 miles NE of and parallel to the Stockton VORTAC 334° radial; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120° 04' 00" W., on the SE by a line extending from latitude 37° 52' 00" N., longitude 120° 04' 00" W., to latitude 37° 38' 00" N., longitude 121° 00' 00" W., on the S by latitude 37° 38' 00" N., on the W by longitude 121° 37' 00" W., and on the N by latitude 38° 07' 00" N. The airspace within R-2531 is excluded.

Storm Lake, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Storm Lake, Iowa, Municipal Airport (latitude 42°35'45" N., longitude 95°14'35" W.), and within 8 miles NE and 5 miles SW of the 142° and 322° bearings from the Storm Lake RBN, extending from 3 miles NW to 12 miles SE of the RBN.

Stuart, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Witham Airport (latitude 27°10'51" N., longitude 80°13'25" W.); within 2 miles each side of the 320° bearing from the WSTU Commercial Broadcast Station (latitude 27°12'58" N., longitude 80°15'19" W.) extending from the 5-mile radius area to 11 miles NW of the WSTU Commercial Broadcast Station; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the 320° and 140° bearings from the WSTU Commercial Broadcast Station extending to 12 miles NW and 3 miles SE of the WSTU Commercial Broadcast Station.

Sturgeon Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Door County-Cherryland Airport (latitude 44° 50' 30" N., longitude 87° 25' 10" W.); and within 2 miles each side of the 195° bearing from Door County-Cherryland Airport, extending from the 5-mile radius area to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the 015° and 195° bearings from Door County-Cherryland Airport extending from 6 miles N to 14 miles S of the airport; and within 5 miles each side of the 015° bearing from Door County-Cherryland Airport extending from 6 to 12 miles N of the airport.

Sturgis, Mich.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Kirsch Airport, Sturgis, Mich., (latitude 41° 48' 50" N., longitude 85° 26' 10" W.), and within 8 miles NW and 5 miles SE of the 059° bearing from Kirsch Airport, extending from Kirsch Airport to 12 miles NE of the airport.

Stuttgart, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Stuttgart Municipal Airport (latitude 34°36'15" N., longitude 91°34'30" W.); and within 2 miles each side of the Little Rock VORTAC 098° radial extending from the 5-mile radius area to 20 miles E of the Little Rock VORTAC; and within 2 miles each side of the 350° bearing from the Stuttgart RBN (latitude 34°39'52" N., longitude 91°35'30" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

Summit Alaska
That airspace extending upward from 1,200 feet above the surface within 25 miles W and 16 miles E of the 187° and 007° bearings from the Summit RR, extending from 22 miles S to 42 miles N of the RR.

Sumter, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shaw AFB (latitude 33°58'15" N., longitude 80°28'19" W.); within 2 miles each side of the Shaw ILS localizer SW course extending from the Shaw 7-mile radius area to 12 miles SW of the Shaw OM; within an 8-mile radius of McEntire ANGB (latitude 32°55'26" N. longitude 80°48'14" W.); within 5 miles NE and 8 miles SW of the McEntire VOR 138° radial extending from the McEntire 8-mile radius area to 12 miles SE of the VOR; and within a 5-mile radius of Sumter Airport (latitude 33°59'39" N., longitude 80°21'45" W.).

Sunol, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 121°31'00" W., on the SW by V-107 and on the NW by V-244S.

Sunrise, Hawaii
That airspace extending upward from 2,500 feet above the surface bounded on the north by V-12, on the east by the Honolulu Oceanic Control Area, and on the south by V-4; that airspace bounded on the north by V-4, on the east by the Honolulu Oceanic Control Area, on the south by V-8, and on the west by the arc of a 19-mile radius circle centered on the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.); and that airspace bounded on the north by V-8, on the east by the Honolulu Oceanic Control Area, on the south by a line 15 nmi south of and parallel to the Molokai VOR 067° radial, and on the west by the arc of a 30-mile radius circle centered on the Kahului Airport (latitude 20°54'00" N., longitude 156°26'00" W.).
AMENDMENTS 6/22/67 32 F. R. 6390 (Added)

Sussex, N. J.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°12'00" N., 74°37'25" W.) of Sussex Airport, Sussex, N. J.; within 2 miles each side of the Sparta, N. J. VOR 334° radial extending from the 5-mile radius area to the VOR; within 2 miles each side of the centerline of Runway 3 extended to 9 miles NE of the end of the runway; within 2 miles each side of the centerline of Runway 21 extended to 10 miles SW of the end of the runway; within 2 miles each side of the centerline of Runway 26 extended to 12 miles W of the end of the runway; within 2 miles each side of the centerline of Runway 8 extended to 10 miles E of the end of the runway, excluding the portion within the Andover, N. J., 700-foot-floor transition area. This transition area shall be in effect from sunrise to sunset daily.

AMENDMENTS 4/27/67 32 F. R. 3766 (Added)

Swordfish, Hawaii

That airspace extending upward from 5,000 feet above the surface bounded on the north and northeast by V-14, on the south by V-12 and the Honolulu Oceanic Control Area, and on the west by longitude 160°00'00" W.; that airspace bounded on the north by V-12 and the Honolulu transition area, on the northeast by V-14, on the south by V-4, and on the west by the Honolulu Oceanic Control Area; and that airspace bounded on the north by V-4, on the east by the Honolulu transition area, on the south by W-319A, and on the southwest by the Honolulu Oceanic Control Area.

AMENDMENTS 6/22/67 32 F. R. 6390 (Added)

Syracuse, N. Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 43°06'50" N., 76°03'35" W. of Clarence E. Hancock Airport, Syracuse, N. Y., and within 8 miles N and 5 miles S of the Syracuse ILS localizer East course extending from the 9-mile radius to 12 miles E of the Syracuse LOM; within 5 miles SW and 8 miles NE of the Syracuse VORTAC 309° radial extending from the 9-mile radius to 12 miles NW of the VORTAC; within 8 miles N and 5 miles S of a 269° bearing from the Syracuse RBN extending from the 9-mile radius to 12 miles W of the RBN; within 5 miles each side of the Syracuse VORTAC 242° radial extending from the 9-mile radius to the INT of the Syracuse VORTAC 242° radial and the Ithaca, N. Y., VOR 348° radial.

Talkeetna, Alaska

That airspace extending upward from 1,200 feet above the surface within 23 miles W and 15 miles E of the 022° and 202° bearings from the Talkeetna RBN, extending from 40 miles N to 15 miles S of the RBN, excluding the airspace within Federal airways.

Talladega, Ala.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Talladega Municipal Airport (latitude 33°34'07" N., longitude 86°03'36" W.), within 2 miles each side of the 252° True radial of the Anniston, Ala., VOR, extending from the 5-mile radius zone to 8 miles southwest of the VOR, excluding that portion coinciding with the Anniston, Ala., transition area.

Tallahassee, Fla.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Tallahassee Municipal Airport (latitude 30°23'59" N., longitude 84°21'22" W.); within a 5-mile radius of the Tallahassee Commercial Airport (latitude 30°33'00" N., longitude 84°22'30" W.); within 8 miles E and 5 miles W of the ILS localizer S course, extending from the 10-mile radius area to 12 miles S of the LOM; within 2 miles each side of the Tallahassee VORTAC 353° radial, extending from the 5-mile radius area to 8 miles N of the VORTAC.

AMENDMENTS 10/12/67 32 F. R. 11772 (Changed); Corr: 32 F. R. 12668; 10/12/67 32 F. R. 13965 (Changed)

Tampa, Fla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Tampa International Airport (latitude 27°58'30" N., longitude 82°31'40" W.); within 5 miles E and 8 miles W of the Tampa ILS localizer N course extending from the Tampa International Airport to 12 miles N of the Tampa LOM; within a 7-mile radius of St. Petersburg-Clearwater International Airport (latitude 27°54'40" N., longitude 82°41'10" W.); within 2 miles each side of the St. Petersburg ILS localizer S course extending from the 7-mile radius area to 13 miles S of the ILS localizer; within 5 miles E and 8 miles W of the St. Petersburg ILS N course extending from the St. Petersburg-Clearwater International Airport to 12 miles N of the St. Petersburg LOM; within a 4-mile radius of Peter O. Knight Airport (latitude 27°54'55" N., longitude 82°27'05" W.); within a 7-mile radius of MacDill AFB (latitude 27°51'05" N., longitude 82°31'15" W.); within 2 miles each side of the MacDill ILS localizer NE course extending from the Peter O. Knight Airport 4-mile radius area to 12 miles NE of the MacDill OM; within 2 miles SE and 4 miles NW of the MacDill TACAN 226° radial extending from the MacDill AFB 7-mile radius area to 8 miles SW of the TACAN; within 2 miles each side of the MacDill AFB runway 22 extended centerline extending from the MacDill AFB 7-mile radius area to 6 miles SW of the lift-off end of the runway; that airspace extending upward from 1,200 feet above the surface within a 42-mile radius of MacDill AFB, excluding the portion within W-168; within the area bounded on the N by the 42-mile radius area, on the E by V-35W and the arc of a 20-mile radius circle centered on the Fort Myers, Fla., VOR, on the S by latitude 26°30'00" N., and on the W by W-168; within the area bounded on the N by the 42-mile radius area, on the E by V-97 and V-7, and on the W by V-35; within the area bounded on the N by the 42-mile radius area, on the E by V-157, on the SW by V-97, and on the W by V-7, within the area bounded on the E by the 42-mile radius area, on the S by W-168, on the W by a line extending from the INT of the N boundary of W-168 and longitude 83°42'00" W. to the INT of the N boundary of Control 1,226 and longitude 83°47'50" W., and on the N by the N boundary of Control 1,226; that airspace extending upward from 2,000 feet MSL bounded on the E by V-35W, on the SW by V-97 and on the NW by V-97E; and that airspace extending upward from 4,700 feet MSL bounded on the NE by V-97 and V-97W, on the SE by the 42-mile radius area, on the S by Control 1,226, on the NW by the Cross City, Fla., VOR 212° radial and the St. Petersburg, Fla., VORTAC 280° radial, excluding the portion within W-151.

Tanana, Alaska

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Tanana RR SW course, extending from the RR to 12 miles SW; and within 5 miles NW and 8 miles SE of the Tanana VOR 246° radial, extending from the VOR to 12 miles SW; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Tanana VOR, extending clockwise from the Tanana VOR 093° to the 280° radials, and within an 8-mile radius of the Tanana VOR, extending clockwise from the Tanana VOR 280° to the 093° radials.

Taunton, Mass.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Taunton Municipal Airport (latitude 41°52'35" N., longitude 71°01'00" W.), and within 2 miles each side of the Whitman, Mass., VOR 187° radial, extending from the 4-mile radius area to the Whitman VOR.

Taylor, Fla.

That airspace southwest of Taylor extending upward from 2,500 feet MSL bounded on the N by V-22, on the E by V-157 and on the SW by V-159.

Tecumseh, Mich.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Tecumseh, Mich. Airport (latitude 42°01'30" N., longitude 83°56'20" W.).

AMENDMENTS 11/9/67 32 F. R. 12996 (Added)

Terre Haute, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hulman Field, Terre Haute, Ind. (latitude 39°27'05" N., longitude 87°18'30" W.); within 2 miles each side of the Terre Haute ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM; within 2 miles each side of the 198° bearing from the Terre Haute LOM, extending from the 7-mile radius area to 8 miles S of the LOM; and within 5 miles SE and 10 miles NW of the Terre Haute VOR 051° radial, extending from the VOR to 13 miles NE.

Texarkana, Ark.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Texarkana VORTAC 129° and 309° radials extending from 0.5 mile SE to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°25'00" N., longitude 94°39'30" W.; to latitude 33°49'00" N., longitude 95°18'00" W.; to latitude 33°08'00" N., longitude 95°18'00" W.; to latitude 33°07'00" N., longitude 95°41'00" W.; to latitude 33°09'00" N., longitude 95°54'00" W.; to latitude 33°00'00" N., longitude 95°45'00" W.; to latitude 32°43'00" N., longitude 95°39'00" W ; to latitude 32°41'10" N., longitude 95°00'00" W.; to latitude 33°14'00" N., longitude 94°11'00" W.; to latitude 33°30'00" N., longitude 93°36'00" W.; to latitude 33°22'50" N., longitude 93°02'30" W.; to latitude 34°17'00" N., longitude 93°26'00" W.; to latitude 34°26'00" N., longitude 93°31'00" W.; to latitude 34°25'00" N., longitude 94°00'00" W.; to point of beginning.

The Dalles, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of The Dalles Municipal Airport (latitude 45°37'05" N., longitude 121°10'05" W.), that airspace S of The Dalles, extending from a line 2 miles E clockwise to a line 2 miles NW of The Dalles VORTAC (latitude 45°42'50" N., longitude 121°05'59" W.) 187° and 207° radials respectively, extending from the 5-mile radius area to the arc of an 11.5-mile radius circle centered on The Dalles Municipal Airport; that airspace extending upward from 1,200 feet above the surface within 8 miles N and 6 miles S of The Dalles VORTAC 281° and 101° radials, extending from 7 miles W to 14 miles E of the VORTAC; within 5 miles N of The Dalles VORTAC 101° radial, extending from 14 miles E to 23 miles E of the VORTAC, and that airspace within a 23-mile radius of The Dalles VORTAC, extending clockwise from the 101° radial to the 272° radial, excluding the airspace within the Portland, Oreg., transition area.

AMENDMENTS 4/27/67 32 F. R. 486 (Rewritten); Eff: date changed-to be announced later; 32 F. R. 2775;
AMENDMENTS 8/17/67 32 F. R. 8709 (New Eff. date)

Thief River Falls, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Thief River Falls, Minn., Municipal Airport (latitude 48°03'58" N., longitude 96°11'06" W.), within 2 miles each side of the 138° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius area to 8 miles SE of the airport, and within 2 miles each side of the 305° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 138° bearing from Thief River Falls Municipal Airport extending from the airport to 12 miles SE of the airport, and within 5 miles NE and 8 miles SW of the 305° bearing from Thief River Falls Municipal Airport extending from the airport to 12 miles NW of the airport.

Tifton, Ga.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Henry Tift Myers Airport (latitude 31°25'40" N., longitude 83°29'10" W.).

Tobe, Colo.

That airspace north of Tobe, Colo., VORTAC, extending upward from 8,500 feet MSL, bounded on the north by V-210, on the southeast by V-263, and on the west by V-19E, excluding the airspace within Federal airways.

AMENDMENTS 12/7/67 32 F. R. 13454 (Added)

Toccoa, Georgia

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Toccoa, Ga., Airport (latitude 34°35'35" N., longitude 83°17'45" W.); within 2 miles each side of the 180° and 360° radials of the Toccoa VOR extending from the 4-mile radius area to 6 miles N of the VOR; including that airspace extending upward from 1200 feet above the surface 5 miles W and 8 miles E of the 360° radial of the Toccoa VOR extending from the VOR to 12 miles N of the VOR.

Toledo, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of the Toledo Express Airport, Toledo, Ohio 41°35'15" N., 83°48'23" W.: within 2 miles each side of the Waterville VOR 318° radial extending from the 7-mile radius area to the VOR; within 5 miles N and 8 miles S of the airport ILS localizer SW course extending SW from the OM for 12 miles; within 2 miles N and 3 miles S of the airport ILS localizer NE course extending NE from the 7-mile radius area for 9 miles from the localizer.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 41°44'00" N., 84°28'00" W. to 41°41'00" N., 84°16'00" W. to 41°45'05" N., 84°11'45" W. to 41°45'30" N., 83°19'45" W. to 41°50'39" N., 83°08'47" W. to 41°35'41" N., 82°54'24" W. to 41°30'00" N., 82°52'00" W. then counterclockwise along an arc with a radius of 12 miles from Griffin-Sandusky Airport (41°26'00" N., 82°39'00" W.) to 41°18'30" N., 82°49'30" W. to 41°14'00" N., 82°57'00" W., 41°11'00" N., 83°19'00" W. to 41°18'00" N., 84°07'00" W. to 41°00'00" N., 84°02'15" W. to 41°00'00" N., 84°40'00" W. to 41°21'00" N., 84°40'00" W. to 41°32'00" N., 84°31'00" W. to point of beginning.

Tomball, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of David Wayne Hooks Memorial Airport (latitude 30°03'44" N., longitude 95°33'10" W.); and within 2 miles each side of the 356° bearing from the David Hooks RBN (latitude 30°07'23" N., longitude 95°33'35" W.), extending from the 6-mile radius area to 8 miles north of the RBN.

AMENDMENTS 8/17/67 32 F. R. 8891 (Rewritten)

Tonopah, Nev.

That airspace extending upward from 700 feet above the surface within 2 miles W and 3 miles E of the Tonopah VORTAC 198° radial, extending from the VORTAC to 5 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles N and 8 miles S of the Tonopah VORTAC 083° and 263° radials, extending from 17 miles E to 8 miles W of the VORTAC.

Topeka, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Philip Billard Airport, Topeka, Kans. (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 039° radial extending from the 7-mile radius area to 8 miles NE of the VORTAC, within 5 miles SW and 8 miles NE of the Philip Billard Airport ILS localizer NW course, extending from 3 miles SE to 12 miles NW of the OM, within a 7-mile radius of Forbes AFB, Topeka, Kans. (latitude 38°57'10" N., longitude 95°39'50" W.), and within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 7-mile radius area to 9 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded by the Emporia, Kans., VORTAC 346° radial beginning at latitude 39°26'50" N., longitude 96°30'50" W., S to the NW edge of V-10, thence NE to latitude 39°00'00" N., longitude 95°09'00" W., thence N along longitude 95°09'00" W. to the S edge of V-71, thence NW to latitude 39°49'00" N., longitude 95°34'00" W., thence direct to point of beginning excluding the portion within the Emporia, Kans., transition area.

AMENDMENTS 5/10/67 32 F. R. 7392 (Changed)

Traverse City, Mich.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Traverse City VOR.

Trenton, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Trenton, Mo. Municipal Airport (latitude 40°05'00" N., longitude 93°35'25" W.) and within 2 miles each side of the 172° bearing from Trenton Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 172° bearing from Trenton Municipal Airport, extending from the airport to 12 miles south of the airport.

AMENDMENTS 6/22/67 32 F. R. 6556 (Added)

Tri-City, Tenn.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.); and the airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Tri-City Municipal Airport; within the area S of the 30-mile radius circle bounded on the NW by V-16S, on the SW by V-185E, and on the E by V-35W; within the area NW of the 30-mile radius circle bounded on the S by V-310, on the N by a line extending E from latitude 36°34'00" N., longitude 84°01'00" W., to latitude 37°11'30" N., longitude 81°09'00"W., and on the E by the intersection of this line, the 30-mile radius circle and V-53; and within the area N of the 30-mile radius circle bounded on the E by V-35, on the N by a line extending E from latitude 36°34'00" N., longitude 84°01'00" W., to latitude 37°11'30" N., longitude 81°09'00" W., and on the W by the intersection of this line, V-53, and the 30-mile radius circle; within the area east of the 30-mile radius circle bounded on the south by V-310, on the east by longitude 81°30'00" W., and on the northwest by V-16; and within the area southeast of the 30-mile radius circle bounded on the west by V-35, on the south by latitude 35°54'00" N., and on the northeast by V-259.

AMENDMENTS 7/20/67 32 F. R. 7253 (Changed)

Truth or Consequences, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'20" W.); and that airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Truth or Consequences VOR 013° and 193° radials, extending from 20 miles N to 9 miles S of the VOR, and within 5 miles each side of the Truth or Consequences VOR 143° radial, extending from the 8-mile radius area to 23 miles SE of the VOR.

Tucson, Ariz.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'35" W.); within 3 miles NE and 13 miles SW of the Tucson VORTAC 138° radial, extending from the 10-mile radius area to 9 miles SE of the VORTAC, and within 9 miles SW and 1 mile NE of the Tucson VORTAC 318° radial, extending from the 10-mile radius area to 22 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°33'00" N., longitude 111°45'00" W.; to latitude 32°33'00" N., longitude 110°52'00" W.; thence N via longitude 110°52'00" W, to the S boundary of V-94; thence SE via the S boundary of V-94 to longitude 110°00'00" W.: thence S to latitude 31°39'00" N., longitude 110°00'00" W.; to latitude 31°39'00" N., longitude 111°00'00" W.; to latitude 32°00'00" N., longitude 111°45'00" W.; to point of beginning, excluding the portion within R-2303.

Tucumcari, N. Mex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.); and that airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Tucumcari VOR 267° and 087° radials, extending from 23 miles W to 12 miles E of the VOR; and within 8 miles NW and 5 miles SE of the Tucumcari VOR 033° radial, extending from the VOR to 12 miles NE.

Tulsa, Okla.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Tulsa, Okla., International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 8 miles W and 5 miles E of the Tulsa ILS localizer N course, extending from the OM to 12 miles N; within 8 miles N and 5 miles S of the Tulsa VORTAC 088° Radial, extending from the 9-mile radius area to 12 miles E of the VORTAC; and within 2 miles each side of the Tulsa ILS localizer S course, extending from the 9-mile radius area to 8 miles S of the OM; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 36°40'00" N., longitude 96°00'00" W.; to latitude 36°53'00" N., longitude 95°47'00" W.; to latitude 36°48'00" N., longitude 95°30'00" W.; to latitude 36°55'00" N., longitude 95°05'00" W.; to latitude 36°24'00" N., longitude 94°30'00" W.; to latitude 36°12'00" N., longitude 94°28'00" W., to latitude 35°46'00" N., longitude 95°06'30" W.; to latitude 35°46'00" N., longitude 95°30'00" W.; to latitude 35°11'00" N., longitude 95°55'00" W.; thence W along latitude 35°11'00" N., to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W.; to longitude 97°18'20" W., to point of beginning, excluding the portion within the Oklahoma City, Okla., transition area.

Tupelo, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Tupelo Municipal Airport (latitude 34°15'30" N., longitude 88°45'55" W.); within 2 miles each side of the Tupelo VOR 214° radial, extending from the 5-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Tupelo Municipal Airport.

Tuscaloosa, Ala.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Van De Graaff Airport (latitude 33°13'35" N., longitude 87°36'36" W.).

Twentynine Palms, Calif.

That airspace extending upward from 700 feet above the surface within a 3-mile radius of Thermal Airport (latitude 33°37'40" N., longitude 116°09'45" W.), within 2 miles each side of the Thermal VORTAC 140° radial extending from the 3-mile radius area to 8 miles SE of the VORTAC, and within 2 miles each side of the Thermal VORTAC 122° radial, extending from the 3-mile radius area to 5 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°17'00" N., longitude 115°25'00" W., to latitude 33°28'00" N., longitude 115°25'00" W., to latitude 33°28'00" N., longitude 116°18'00" W., to latitude 34°17'00" N., longitude 116°18'00" W., thence to point of beginning, excluding the portions within R-2501 and R-2507.

Twin Falls, Idaho

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Twin Falls VOR; within 8 miles N and 5 miles S of the Twin Falls VOR 086° radial, extending from the VOR to 12 miles E of the VOR, and within 2 miles each side of the Twin Falls VOR 195° radial, extending from the 7-mile radius area to 10 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Twin Falls VOR, extending clockwise from the VOR 038° radial to the VOR 311° radial; within a 27-mile radius of the Twin Falls VOR, extending clockwise from the VOR 311° radial to the VOR 038° radial, and within 9 miles SW and 6 miles NE of the Twin Falls VOR 311° radial, extending from the VOR to 39 miles NW of the VOR.

Tyler, Tex.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 32°07'00" N., longitude 95°14'00" W., to latitude 32°26'00" N., longitude 95°45'15" W., to latitude 32°36'00" N., longitude 95°33'30" W., to latitude 32°17'00" N., longitude 95°02'00" W., to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°43'00" N., longitude 95°39'00" W., to latitude 32°41'10" N., longitude 95°00'00" W., to latitude 32°17'00" N., longitude 94°19'00" W., to latitude 32°00'00" N., longitude 94°30'00" W., to latitude 31°59'00" N., longitude 95°31'00" W., to latitude 31°47'00" N., longitude 95°55'00" W., to latitude 32°30'00" N., longitude 95°53'00" W., to point of beginning.

Ukiah, Calif.

That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Ukiah, Calif., VORTAC bounded on the E by the W edge of V-25, that airspace S of Ukiah bounded on the E by the W edge of V-25, on the S by latitude 38°43'30" N., on the W by longitude 123°23'15" W., and that airspace between the 20- and 24-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 7,500 feet MSL between the 24- and 45-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 8,500 MSL bounded on the NE by a 45-mile arc of the Red Bluff, VORTAC, on the SE by the SE edge of V-25, on the S and SW by the N edge of V-200 and a 20-mile arc of the Ukiah VORTAC, and on the NW by the NW edge of V-199; that airspace extending upward from 9,500 feet MSL bounded on the SE by the NW edge of V-199, on the W by the E edge of V-27, and on the N by a line 9 miles S of and parallel to the Red Bluff VORTAC 291° and Fortuna VORTAC 110° radials.

Unalakleet, Alaska

That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the Unalakleet RR W course, extending from the RR to 17 miles W of the RR; and within 5 miles N and 8 miles S of the Unalakleet VOR 265° radial, extending from the VOR to 17 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface within 7 miles N and 8 miles S of the RR E and W courses, extending from 7 miles E to 23 miles W of the RR; and within 5 miles each side of the Unalakleet VOR 265° radial, extending from the VOR to 23 miles W of the VOR.

Upolu Point, Hawaii

That airspace extending upward from 1,200 feet above the surface bounded on the north by V-15, on the east by V-6, on the south by V-2, and on the west by V-11; that airspace bounded on the northeast by V-16, on the southeast by V-11, and on the southwest by V-5; and that airspace bounded on the north by a line 4 nmi north of and parallel to the Lanai VOR 110° radial, on the east by V-11, and the south by V-2.

AMENDMENTS 6/22/67 32 F. R. 6390 (Added)

Utica, N. Y.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 43°14'10" N., 75°24'25" W. of Griffiss AFB, Rome, N. Y., and within 2 miles each side of the Griffiss-TACAN 305° radial extending from the 10-mile radius to 14 miles NW of the TACAN.

Within a 12-mile radius of the center, 43°08'45" N., 75°22'55" W. of Oneida County Airport, Utica, N. Y., and within 2 miles each side of the Utica VOR 306° radial extending from the 12-mile radius to the VOR; within 2 miles each side of a bearing 137° from the Utica radio beacon extending from the 12-mile radius to 8 miles SE of the radio beacon; within 2 miles each side of a bearing 132° from the Utica radio beacon extending from the 12-mile radius to 9 miles SE of the radio beacon.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at 43°24'00" N., 76°53'00" W. to 42°57'00" N., 76°57'00" W. to 42°40'00" N., 77°23'45" W. to 42°41'30" N., 76°23'00" W. to 42°40'00" N., 75°30'00" W. to 43°00'00" N., 74°30'00" W. to 43°19'00" N., 74°30'00" W., to 43°16'00" N., 74°37'00" W., thence counterclockwise along an arc with a radius of 40 SM from the center of Griffiss AFB to 43°44'00" N., 75°49'15" W. to 43°32'00" N., 76°23'00" W. to 43°24'00" N., 76°40'00" W to point of beginning.

Uvalde, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Garner Field (latitude 29°12'54" N., longitude 99°44'30" W.) and within 2 miles each side of the 171° bearing from the Uvalde RBN (latitude 29°13'06" N., longitude 99°44'29" W.) extending from the 5-mile radius area to 8 miles south of the RBN; that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of Garner Field; and that airspace extending upward from 4,500 feet MSL bounded by a line beginning at latitude 29°19'50" N., longitude 99°09'30" W., to latitude 28°54'00" N., longitude 99°05'00" W., to latitude 28°52'00" N., longitude 99°25'00" W., to latitude 28°20'00" N. at the United States-Mexico border, thence northwest along the United States-Mexico border to and counterclockwise along the arc of a 60-mile radius circle centered at latitude 29°21'35" N., longitude 100°46'35" W. to latitude 30°10'00" N., thence east along latitude 30°10'00" N., to and counterclockwise along the arc of a 75-mile radius circle centered at latitude 29°38'37.7" N., longitude 98°27'39.7" W. to latitude 29°24'00" N., thence to point of beginning.

AMENDMENTS 12/7/67 32 F. R. 13636 (Added)

Valdosta, Ga.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Valdosta VOR 187° radial, extending from the VOR to 8 miles S of the VOR; and that airspace extending upward from 1200 feet above the surface bounded on the S by V-22, on the W by V-35/159, on the NW by a 30-mile arc centered on Albany Airport (latitude 31°32'00" N., longitude 84°11'35" W.), on the N by latitude 31°35'30" N., on the NE by V-243 and on the E by V-157: and that airspace extending upward from 2000 feet MSL bounded on the N by latitude 32°00'00" N., on the E by V-243, on the S by latitude 31°35'30" N., and on the W by a 40-mile arc centered on Turner Air Force Base (latitude 31°35'55" N., longitude 84°05'39" W.).

AMENDMENTS 6/22/67 32 F. R. 9641 (Changed); 10/12/67 32 F. R. 11772 (Changed)

Valdosta, Ga. (Moody AFB)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Moody AFB (latitude 30°58'01" N., longitude 83°11'27" W.); within 2 miles each side of the Moody ILS localizer N course, extending from the 7-mile radius area to 12 miles N of the LOM; within 2 miles each side of the Moody TACAN 180° radial, extending from the 7-mile radius area to 12 miles S of the TACAN. This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/6/67 32 F. R. 2884 (Rewritten)

Valparaiso, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Porter County Airport (latitude 41°27'10" N., longitude 87°00'20" W.) and within 2 miles each side of the 077° bearing from Porter County Airport extending from the 5-mile radius area to 8 miles east of the airport.

AMENDMENTS 6/22/67 32 F. R. 6555 (Added)

Vandalia, Ill.

That airspace extending upward from 1,200 feet above the surface within a 10-mile radius of the Vandalia Municipal Airport (latitude 38°59'26" N., longitude 89°09'55" W.); and within a 14-mile radius of the Vandalia VORTAC; and that airspace extending upward from 3,000 MSL within an area bounded on the W by V-191, on the E by V-313 and on the S by the arc of a 14-mile radius circle centered on the Vandalia VORTAC.

AMENDMENTS 5/25/67 32 F. R. 5252 (Rewritten); 6/22/67 32 F. R. 6555 (Changed)

Vernal, Utah

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Vernal Airport (latitude 40°26'30" N., longitude 109°30'50" W.) and within 2 miles each side of the Vernal VOR 159° radial, extending from the 7-mile radius area to 11 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within 7 miles W and 10 miles E of the Vernal VOR 159° and 339° radials, extending from 3 miles N to 30 miles S of the VOR.

Vero Beach, Fla.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Vero Beach, Fla., Municipal Airport (latitude 27°39'15" N., longitude 80°24'55" W.) and within 2 miles each side of the Vero Beach VORTAC 291° radial extending from the 6-mile radius area to 8 miles W of the VORTAC; within a 5-mile radius of the St. Lucie County Airport, Fort Pierce, Fla. (latitude 27°29'38" N., longitude 80°22'02" W.); within 2 miles each side of the Vero Beach VORTAC 150° radial extending from the 5-mile radius area to the Vero Beach VORTAC; that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Vero Beach VORTAC, including the area SW of Vero Beach bounded on the E by V-51, on the SW by V-492N, on the NW by V-225, and including the airspace W of Vero Beach bounded on the SE by V-225, on the W by V-267, on the NE by V-295; excluding the airspace within a 25-mile radius of Patrick AFB, Cocoa, Fla. (latitude 28°14'15" N., longitude 80°36'35" W.), and the airspace outside of the continental limits of the United States.

Vichy, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.) and within 2 miles each side of the Vichy VORTAC 067° radial extending from the 5-mile radius area to 8 miles NE of the VORTAC, and the airspace extending upward from 1,200 feet above the surface within 8 miles SE and 5 miles NW of the Vichy VORTAC 059° and 239° radials, extending from 7 miles NE to 13 miles SW of the VORTAC, and within 5 miles SE and 8 miles NW of the Vichy VORTAC 067° radial. extending from the VORTAC to 12 miles NE of the VORTAC.

Vicksburg. Miss.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Vicksburg Municipal Airport (latitude 32°14'20" N., longitude 90°55'40" W.); within 2 miles each side of the 276° bearing from the Vicksburg Municipal Airport, extending from the 6-mile radius area to 8 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 5 miles N of the 276° bearing from the Vicksburg Municipal Airport, extending from the airport to 12 miles W; and within 5 miles each side of the 096° bearing from the Vicksburg Municipal Airport, extending from the airport to 12 miles E.

Victoria, Tex.

That airspace extending upward from 700 feet above the surface within 8 miles SW and 5 miles NE of the Victoria VOR 313° radial, extending from the VOR to 12 miles NW of the VOR; within 8 miles SW and 5 miles NE of the 324° bearing from latitude 28° 51' 30" N., longitude 96° 55' 00" W., extending from latitude 28° 51' 30" N., longitude 96° 55' 00" W., to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 29° 00' 00" N., longitude 97° 17' 00" W.; to latitude 29° 08' 00" N., longitude 97° 00' 00" W., to latitude 28° 52' 50" N., longitude 96° 28' 30" W.; to latitude 28° 47' 25" N., longitude 96° 35'20" W: through latitude 28°43'40" N., longitude 96°28'00" W.; to the N boundary of V-20; thence sw via the N boundary of V-20 to longitude 97°05'00" W.; to point of beginning.

Victorville, Calif.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of George AFB (latitude 34°35'45" N., longitude 117°22'55" W.), and within 3 miles each side of the George AFB VOR 360° radial extending from the 12-mile radius area to 17 miles N of the VOR.

Visalia, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), and within 2 miles each side of the Visalia VOR 123° and 303° radials, extending from the 5-mile radius area to 8 miles NW of the VOR.

Waco, Tex.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 32°08'00" N., longitude 96°54'00" W.; to latitude 32°02'00" N., longitude 96°50'40" W.; to latitude 31°49'00" N., longitude 97°00'00" W.; to latitude 31°39'30" N., longitude 96°43'50" W.; to latitude 31°28'20" N., longitude 96°55'40" W.; to latitude 31°17'00" N., longitude 96°56'00" W.; to latitude 31°17'00" N., longitude 97°13'00" W.; to latitude 30°56'30" N., longitude 97°25'30" W.; to latitude 30°58'30" N., longitude 97°35'40" W.; to latitude 31°11'00" N., longitude 97°31'00" W.; to latitude 31°27'00" N., longitude 97°34'00" W.; to latitude 31°33'00" N., longitude 97°28'00" W.; to latitude 31°46'00" N., longitude 97°30'00" W.; to latitude 31°59'00" N., longitude 97°24'00" W.; to point of beginning; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°13'00" N., longitude 98°38'00" W.; to latitude 31°23'31" N., longitude 97°47'45" W.; to latitude 31°22'33" N., longitude97°42'45" W.; to latitude 31°20'48" N., longitude 97°40'32" W.; to latitude 31°19'37" N., longitude 97°40'32" W.; to latitude 31°13'45" N., longitude 97°32'35" W.; to latitude 31°06'06" N., longitude 97°32'42" W.; to latitude 30°57'00" N., longitude 97°36'00" W.; to latitude 30°55'00" N., longitude 97°26'00" W.; to latitude 30°48'00" N., longitude 97°14'00" W.; to latitude 30°48'00" N., longitude 97°05'20" W.; to latitude 30°51'00" N., longitude 96°56'00" W.; to latitude 31°17'00" N., longitude 96°11'00" W.; to latitude 31°19'00" N., longitude 95°58'00" W.; to latitude 31°47'00" N., longitude 95°55'00" W.; to latitude 31°47'00" N., longitude 96°22'00" W.; to latitude 32°12'00" N., longitude 96°50'00" W.; to latitude 32°18'00" N., longitude 97°25'00" W.; to latitude 32°07'00" N., longitude 97°46'00" W.; to latitude 32°00'00" N., longitude 98°15'00" W.; to point of beginning.

Wake Island

That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Wake Island VORTAC.

Walla Walla, Wash.

That airspace extending upward from 700 feet above the surface within 7 miles NW and 5 miles SE of the Walla Walla VOR 040° radial, extending from the VOR to 13 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 13 miles NW of the Walla Walla VOR 023° and 203° radials, extending from 14 miles SW to 28 miles NE of the VOR, within 5 miles each side of the Walla Walla TACAN 041° radial extending from the TACAN to 23 miles NE of the TACAN, within 5 miles SE and 9 miles NW of the Pendleton, Oreg., VORTAC 025° radial, extending from 33 miles NE to 61 miles NE of the VORTAC, and that airspace bounded by an arc of a 19-mile radius circle centered on the Walla Walla VOR (latitude 46°06'13" N., longitude 118°17'29" W.), from 5 miles SE of the Walla Walla 040° radial, to 4 miles SE of the Pendleton VORTAC 025° radial, excluding the portion within the Pendleton, Oreg., transition area.

Walnut Ridge, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Walnut Ridge Airport (latitude 36°07'30" N., longitude 90°55'25" W.) and within 2 miles each side of the Walnut Ridge VOR 244° radial extending from the 5-mile radius area to 8 miles SW of the VOR; that airspace extending upward from 1200 feet above the surface within 8 miles SE and 5 miles NW of the Walnut Ridge VOR 244° and 064° radials, extending from 13 miles SW to 7 miles NE of the VOR, and within 5 miles each side of the Walnut Ridge VOR 020° radial, extending from the VOR to 23 miles N, excluding that portion within the Memphis, Tenn., transition area.

Warsaw, Indiana

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Warsaw, Ind., Municipal Airport (latitude 41°17'00" N., longitude 85°51'00" W.); and within 2 miles each side of the Wolflake, Ind., VOR 278° radial, extending from the 5-mile radius area to 25 miles W of the VOR.

Washington, D. C.

That airspace extending upward from 700 feet above the surface bounded on the W by a line beginning at latitude 38°37'20" N., longitude 77°35'30" W., extending N to latitude 38°50'30" N., longitude 77°35'20" W., thence clockwise along the arc of a 10-mile radius circle centered at Dulles International Airport, Chantilly, Va. (latitude 38°56'40" N., longitude 77°27'24" W.), to and clockwise along the arc of a 22-mile radius circle centered at Davison AAF, Fort Belvoir, Va. (latitude 38°42'55" N., longitude 77°10'50" W.) to, and clockwise along, the arc of a 10-mile radius circle centered at Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.) to latitude 38°40'15" N., longitude 76°55'10" W., to latitude 38°35'00" N., longitude 76°54'20" W., to latitude 38°35'00" N., longitude 77°11'40" W., thence counterclockwise along the arc of an 8-mile radius circle centered at MCAS Quantico, Va. (latitude 38°30'10" N., longitude 77°18'20" W.) to latitude 38°35'10" N., longitude 77°24'20" W., thence to the point of beginning, and within 2 miles each side of the Dulles International Airport runway 19-R ILS localizer N course, extending from the 10-mile radius area centered at the Dulles International Airport to the Poolesville, Md., RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°05'26" N., longitude 78°12'02" W., to latitude 38°51'15" N., longitude 78°12'21" W.; to latitude 38°30'00" N., longitude 77°44'00" W.; to latitude 38°24'00" N., longitude 77°29'00" W.; to latitude 38°05'00" N., longitude 77°35'00" W.; to latitude 38°01'00" N., longitude 77°15'00" W.; to latitude 38°14'00" N., longitude 77°04'00" W.; to latitude 38°14'00" N., longitude 76°46'00" W.; to latitude 38°47'00" N., longitude 76°16'00" W.; to latitude 38°57'00" N., longitude 76°22'00" W.; to latitude 39°09'00" N., longitude 77°12'00" W.; to latitude 39°18'00" N., longitude 77°22'00" W.; to the point of beginning. The portion within P-56 is excluded.

Washington, N. C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Washington Municipal Airport (latitude 35°34'15" N., longitude 77°03'00" W.); within 2 miles each side of the 198° bearing from WITN Commercial Broadcast Station (latitude 35°31'34" N., longitude 77°04'31" W.), extending from the 8-mile radius area to 8 miles southwest of WITN Commercial Broadcast Station.

AMENDMENTS 1/4/68 32 F. R. 15154 (Added)

Waterloo, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Waterloo Municipal Airport (latitude 42°33'20" N., longitude 92°24'00" W.); within 2 miles each side of the Waterloo ILS localizer northwest course, extending from the 7-mile radius area to 10 miles northwest of the OM; within 5 miles west and 8 miles east of the Waterloo VORTAC 200° radial, extending from the VORTAC to 12 miles south of the VORTAC; and within the arc of a 16-mile radius circle centered on the Waterloo VORTAC, extending clockwise from the Waterloo VORTAC 353° radial to the Waterloo VORTAC 134° radial; and that airspace extending upward from 1,200 feet above the surface within the arc of a 29-mile radius circle centered on the Waterloo VORTAC, extending clockwise from a line 8 miles north of and parallel to the Waterloo VORTAC 096° radial to a line 8 miles east of and parallel to the Waterloo VORTAC 353° radial; and within 6 miles northwest and 8 miles southeast of the Waterloo VORTAC 241° radial, extending from the 29-mile arc to 36 miles southwest of the VORTAC.

AMENDMENTS 11/9/67 32 F. R. 12995 (Rewritten)

Watertown, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°59'20" N., 76°01'20" W. of Watertown Municipal Airport, Watertown, N. Y., and within 2 miles each side of the Watertown, N. Y., VOR 214° radial extending from the 7-mile radius to 8 miles SW of the VOR.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 44°16'00" N., 75°40'00" W. to 44°16'00" N., 76°10'00" W. to 43°52'00" N., 76°21'00" W. to 43°32'00" N., 76°23'00" W. to 43°44'00" N., 75°49'00" W. to 43°52'00" N., 75°54'00" W. to point of beginning.

Watertown, S. Dak.

That airspace extending from 700 feet above the surface within a 9-mile radius of Watertown, S. Dak., Municipal Airport (latitude 44°54'35" N., longitude 97°09'30" W.), within 2 miles each side of the Watertown VOR 185° radial extending from the 9-mile radius area to 20 miles S of the VOR, and within 5 miles E and 8 miles W of the Watertown VOR 006° radial extending from the VOR to 12 miles N of the VOR; and that airspace extending upward from 1200 feet above the surface south of Watertown bounded on the E by longitude 96°50'00" W., on the S by latitude 44°34'00" N., on the W by longitude 97°21'00" W. and on the N by latitude 44°56'00" N., the airspace northwest of Watertown within 5 miles NE and 8 miles SW of the Watertown VOR 297° radial extending from the VOR to 30 miles NW of the VOR, and the airspace north of Watertown within 6 miles W and 5 miles E of the Watertown VOR 006° radial extending from the VOR to 39 miles N of the VOR.

Waterville, Maine

That airspace extending upward from 700 feet above the surface within a 5 mile radius of the center (44°32'10" N., 69°40'30" W.) of Robert LaFleur Airport, Waterville, Maine; within 2 miles each side of a 211° bearing from Waterville RBN (44°30'26" N., 69°41'48" W.) extending from the 5 mile radius area to 8 miles SW of the RBN and within 2 miles each side of the Augusta, Maine, VOR 022° radial extending from the 5-mile radius area to 9 miles north of the VOR excluding the portion that coincides with the Augusta, Maine, 700-foot floor transition area.

AMENDMENTS 4/27/67 32 F. R. 5252 (Rewritten)

Waterville, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Toledo Municipal Airport, Toledo, Ohio, 41°33'50" N., 83°28'50" W.; within a 4-mile radius of the center of University Airport, Bowling Green, Ohio, 41°23'17" N., 83°38'02" W.; within 2 miles each side of the Waterville VOR 047° radial extending the 5-mile radius area to the VOR; and within 2 miles each side of the Waterville VOR 356° radial extending from the 4-mile radius area to the VOR, excluding that area that coincides with the Toledo, Ohio, transition area. The transition area shall be in effect from sunrise to sunset.

Wausau, Wis.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Wausau, Wis., VOR 161° radial extending from the VOR to 8 miles S of the VOR, and within 2 miles each side of the 138° bearing from Wausau, Wis., Municipal Airport (latitude 44°55'35" N., longitude 89°37'35" W.) extending from the 5-mile radius control zone to 9 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line 6 miles N and parallel to the Wausau VOR 273° radial, the arc of a 15-mile radius circle centered on the Wausau Municipal Airport and a line 9 miles N and parallel to the Wausau VOR 106° radial, on the E by the arc of a 35-mile radius circle centered on the Wausau VOR, on the S by a line 5 miles S and parallel to the Stevens Point, Wis., VOR 089° radial, the arc of a 15-mile radius circle centered on the Stevens Point VOR and a line 9 miles S and parallel to the Stevens Point VOR 281° radial and on the W by the arc of a 36-mile radius circle centered on the Wausau VOR, excluding the area which overlies the Marshfield, Wis., transition area.

Waycross, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Waycross-Ware County Airport (latitude 31°14'55" N., longitude 82°23'48" W.); within 2 miles each side of the Waycross VORTAC 099° radial, extending from the 8-mile radius area to the VORTAC. The portion within a 1½-mile radius of Bivins Airport (latitude 31°11'06" N., longitude 82°16'25" W.) is excluded.

AMENDMENTS 9/14/67 32 F. R. 9641 (Rewritten); Corr: 32 F. R. 13454

Webster City, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Webster City Municipal Airport (latitude 42°26'15" N., longitude 93°52'15" W.), and within 2 miles each side of the 151° bearing from Webster City Municipal Airport, extending from the 5-mile radius area to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 151° bearing from Webster City Airport extending from the airport to 12 miles SE, excluding the portion which overlies the Fort Dodge, Iowa, transition area.

Weirwood, Va.

That airspace extending upward from 700 feet above surface within a 4-mile radius of the center 37° 27' 30" N., 75° 52' 45" W., of Kellam Field, Weirwood, Va.; and within 2 miles each side of the Cape Charles, Va., VOR 041° radial extending from the 4-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset, daily.

Wellsboro, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 41°43'45" N., 77°23'30" W., of Grand Canyon State Airport, Wellsboro, Pa., and within 2 miles each side of Stonyfork, Pa., VOR 212° radial extending from the 6-mile radius area to 8 miles southwest of the VOR. This transition area is effective from sunrise to sunset daily.

Wellsville. N.Y.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center of Wellsville Municipal Airport, Wellsville, N.Y., 42°08'15" N., 77°58'30" W. and within 2 miles each side of the Wellsville VOR 205° radial extending from the 9-mile radius area for 8 miles from the VOR.

Wenatchee, Wash.

That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the Wenatchee VOR 092° and 272° radials, extending from 7 miles W to 14 miles E of the VOR, and within 5 miles SW and 8 miles NE of the 124° radial, extending from the VOR to 14 miles SE of the VOR.

Wendover, Utah

That airspace extending upward from 8,500 feet MSL bounded on the N by V-6, on the W by V-253, on the S by V-32 and on the E by a line extending from latitude 40°51'30" N., longitude 112°56'30" W., to latitude 41°00'00" N., longitude 112°56'30" W.; to latitude 41°00'00" N., longitude 112°45'00" W.; to latitude 41°10'40" N., longitude 112°45'00" W.; to latitude 41°12'00" N., longitude 112°52'00" W.; thence N via longitude 112°52'00" W., to V-6.

Westhampton Beach, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Suffolk County Air Force Base (latitude 40°50'40" N., longitude 72°37'45" W.); within 5 miles W and 8 miles E of the Suffolk AFB ILS localizer NE course extending from the Suffolk RBN to 12 miles NE of the RBN; and within 5 miles W and 8 miles E of the Suffolk TACAN 039° radial extending from the TACAN to 12 miles NE of the TACAN.

West Point, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center of West Point Municipal Airport 37°31'00" N., 76°45'40" W. and within 2 miles each side of the Harcum, Va., VOR 148° radial extending from the 6-mile radius area to 8 miles southeast of the VOR.

Wheeling, W. Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 036° and 216° radials, extending from the 7-mile radius area to 8 miles NE of the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM.

Whidbey Island, Wash.

That airspace extending upward from 700 feet above the surface bounded on the E by a line extending from latitude 48°40'00" N., longitude 122°05'00" W. to latitude 48°05'00" N., longitude 121°55'00" W., on the S by latitude 48°05'00" N., on the W by the W edge of V-440, and the United states/Canadian border to latitude 48°25'00" N., thence via latitude 48°25'00" N. to an arc of a 13-mile radius circle centered on Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), thence clockwise via the 13-mile radius arc to longitude 122°45'00" W., thence to latitude 48°40'00" N., longitude 122°43'00" W., on the N by latitude 48°40'00" N. to point of beginning, and that airspace NW of Whidbey Island NAS bounded by a line beginning at the point of intersection of latitude 48°25'00" N., and the United States/Canadian border, thence via the United States/Canadian border to altitude 48°40'00" N., thence via latitude 48°40'00" N., to longitude 123°02'00" W., thence direct to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 48°52'00" N., longitude 122°00'00" W., thence via longitude 122°00'00" W. to latitude 48°43'00" N., thence via latitude 48°43'00" N. to longitude 121°45'00" W., thence via longitude 121°45'00" W., to latitude 48°05'00" N., thence via latitude 48°05'00" N., to longitude 121°55'00" W., thence to latitude 48°40'00" N., longitude 122°05'00" W., thence via latitude 48°40'00" N., to longitude 122°43'00" W., thence to latitude 48°31'00" N., longitude 122°45'00" W., to intercept an arc of a 13-mile radius circle centered on Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), thence counterclockwise via the 13-mile radius arc to latitude 48°25'00" N., thence via latitude 48°25'00" N., to its intersection with the United States/Canadian border, thence to latitude 48°40'00" N., longitude 123°02'00" W., thence via latitude 48°40'00" N., to the east edge of Canadian VOR airway V-300, thence N via the east edge of V-300 to the United States/Canadian border, thence via the United States/Canadian border to latitude 48°52'00" N., thence to point of beginning; that airspace extending upward from 8,200 feet MSL bounded on the E by longitude 121°30'00" W., to latitude 48°00'00" N., thence via latitude 48°00'00" N., to longitude 121°35'00" W., thence via longitude 121°35'00" W., to latitude 48°05'00" N., thence via latitude 48°05'00" N., to longitude 121°45'00" W., on the W by longitude 121°45'00" N., to latitude 48°38'00" N., thence via latitude 48°38'00" N., to longitude 121°30'00" W.; that airspace extending upward from 12,000 feet MSL bounded on the E by longitude 121°00'00" W., on the S by latitude 48°00'00" N., on the W by longitude 121°30'00" W., and on the N by latitude 48°30'00" N.

AMENDMENTS 2/2/67 32 F. R. 266 (Changed)

White Cloud, Mich.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the White Cloud VOR 006° and 186° radials, extending from 20 miles N to 9 miles S of the VOR.

Whitefield, N.H.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 44°21'53" N., 71°33'07" W. of Whitefield, N.H., Airport; within 2 miles each side of the 248° bearing from the Whitefield, N.H., RBN extending from the 5-mile radius area to 8 miles W of the RBN, effective sunrise to sunset.

White Plains, N.Y.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 41°16'00" N., 74°06'00" W. to 41°16'00" N., 74°00'00" W. to 41°19'00" N., 74°00'00" W. to 41°19'00" N., 73°57'00" W. to 41°27'00" N., 73°54'00" W. to 41°27'00" N., 73°47'00" W. to 41°19'00" N., 73°42'00" W. to 41°25'00" N., 73°30'00" W. to 41°20'00" N., 73°23'00" W. to 41°10'00" N., 73°33'00" W. to 41°00'00" N., 73°33'00" W. to 40°50'00" N., 73°42'00" W. to 41°01'00" N., 74°00'00" W. to 41°07'30" N., 73°57'00" W. to 41°10'30" N., 74°09'00" W. to the point of beginning.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 41°31'00" N., 73°54'00" W. to 41°31'00" N., 73°30'00" W. to 41°25'00" N., 73°30'00" W. to 41°19'00" N., 73°42'00" W. to 41°27'00" N., 73°47'00" W. to 41°27'00" N., 73°54'00" W. to the point of beginning.

White Sulphur Springs, W. Va.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center 37°47'00" N., 80°20'00" W., of Greenbrier Airport, White Sulphur Springs, W. Va.; within 2 miles each side of the White Sulphur Springs VOR 043° radial extending from the 11-mile radius area to 15.5 miles NE of the VOR; and within 2 miles each side of the White Sulphur Springs VOR 154° radial extending from the 11-mile radius area to 12.5 miles SE of the VOR. This transition area shall be in effect from sunrise to sunset.

Wichita, Kans.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Wichita Municipal Airport (latitude 37° 39' 10" N., longitude 97° 25' 46" W.),within 2 miles each side of the Wichita Municipal Airport ILS localizer N course, extending from the 8-mile radius area to 8 miles N of the INT of the Wichita Municipal Airport ILS localizer N course and the Wichita VOR 075° radial. within 5 miles E and 8 miles W of the Wichita Municipal Airport ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM, within an 8-mile radius of McConnell AFB, Wichita, Kans. (latitude 37° 37' 25" N., longitude 97° 16' 00" W.) within 2 miles each side of the McConnell AFB ILS localizer S course, extending from the 8-mile radius area to 8 miles S of the OM, and within a 6-mile radius of the Beech Factory Airport, Wichita Kans. (latitude 37° 41' 10" N., longitude 97° 13' 15" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the N boundary of V-516 and longitude 96° 29' 00" W., thence extending NW to the INT of a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37° 10' 00" N., thence NE along a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial to the Emporia VORTAC 134° radial, thence NW along the Emporia VORTAC 134° and 314° radials to , and W along the N boundary of V-10 to, and NE along, the W boundary of V-77 to, and SW along, the SE boundary of V-280 to, and E along, the N boundary of V-10 to longitude 97° 15' 00" W., thence SW to latitude 38° 00' 30" N., longitude 97° 28' 00" W., thence SW to the INT of the NW boundary of V-12 N alternate and longitude 97° 56' 25" W., thence SW along the NW boundary of V-12 N alternate to, and S along, the W boundary of V-125 to, and SE along, the SW boundary of V-74 to the Ponca City, Okla., VORTAC 217° radial, thence NE along the Ponca City VORTAC 217° and 047° radials to, and NE along, the NW boundary of V-516 to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at the INT of the N boundary of V-516 and longitude 96° 29' 00" W., thence extending NW to the INT of a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37° 10' 00" N., thence NE along a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial to, and SE along, the SW boundary of V-132 to, and SE along, a line 12 miles SW of and parallel to the Chanute, Kans., VOR 334° and 154° radials to, and S along, the W boundary of V-131 to, and SW along, the NW boundary of V-516 to the point of beginning, excluding the portions within the Ponca City, Okla., control zone, the Ponca City, Okla., transition area, the Emporia, Kans., control zone, and the Emporia, Kans., transition area.

Wichita Falls, Tex.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 34°11'30" N., longitude 98°38'00" W.; to latitude 34°07'30" N., longitude 98°25'30" W.; to latitude 33°50'30" N., longitude 98°11'30" W.; to latitude 33°46'00" N., longitude 98°14'00" W.; to latitude 33°43'00" N.; longitude 98°27'30" W.; to latitude 33°52'00" N., longitude 98°33'00" W.; to latitude 33°51'00" N., longitude 98°39'00" W.; to latitude 33°57'30" N., longitude 98°48'30" W.; to latitude 34°09'00" N., longitude 98°45'30" W.; to point of beginning; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 34° 10' 00" N., longitude 97° 49' 00" W.; thence E via latitude 34° 10' 00" N., to and counterclockwise along the arc of a 25-mile radius circle centered at the Ardmore Airport, Ardmore, Okla. (latitude 34° 18' 00" N., longitude 97° 00' 50" W.) to longitude 97° 18' 00" W.; thence S via longitude 97° 18' 00" W.; to latitude 33° 56' 00" N., longitude 97° 18' 00" W.; to latitude 33° 48' 00" N., longitude 97° 44' 00" W.; to latitude 33° 34' 00" N., longitude 97° 44' 00" W.; to latitude 33° 22' 00" N., longitude 97° 55' 00" W.: to latitude 33° 16' 00" N., longitude 98° 30' 00" W.; to latitude 33° 16' 00" N., longitude 98° 51' 00" W.; to latitude 33° 02' 00" N., longitude 98° 51' 00" W.; to latitude 32° 52' 00" N., longitude 99° 02' 00" W.; to latitude 32° 52' 00" N., longitude 99° 14' 00" W.; to latitude 33° 31' 00" N., longitude 99° 14' 00" W., to latitude 33° 31' 00" N., longitude 99° 49' 00" W.; to latitude 33° 56' 00" N., longitude 99° 42' 30" W.; to latitude 34° 18' 00" N., longitude 99° 33' 00" W.; to latitude 34° 15' 00" N., longitude 99° 30' 00" W.: to latitude 34° 08' 00" N., longitude 99° 05' 00" W.; to latitude 34° 21' 00" N., longitude 98° 46' 00" W.; to point of beginning.

Wildwood, N. J.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°00'32" N., 74°54'32" W. of Cape May County Airport, Wildwood, N. J., and within 2 miles each side of the Sea Isle, N. J., VORTAC 225° radial extending from the 5-mile radius area to the VORTAC.

Wilkes-Barre, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center 41°20'17" N., 75°43'28" W. of Wilkes-Barre-Scranton Airport, Wilkes-Barre, Pa., within 2 miles each side of the airport ILS localizer SW course extending from the 12-mile radius area for 7 miles.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°28'30" N., 75°29'00" W. to 42°00'00" N., 75°26'30" W. to 42°00'00" N., 75°00'00" W. to 41°31'00" N., 75°07'00" W. to 40°56'16" N., 75°11'04" W. to 41°00'00" N., 75°15'00" W. to 41°00'00" N., 75"45'00" W. to 40°55'20" N., 76°43'00" W. to 40°48'20" N., 76°41'30" W. to 40°47'27" N., 76°53'04" W. to 40°36'00" N., 77°55'00" W. to 40°44'06" N., 78°19'53" W. to 40°55'00" N., 78°28'00" W. to 40°55'00" N., 78°38'00" W. to 41°00'00" N., 78°35'20" W. to 41°38'00" N., 78°13'00" W. to 41°55'30" N., 78°10'00" W. to 41°55'00" N., 77°58'00" W. to 41°52'30" N., 77°33'15" W. to 41°48'40" N., 77°33'40" W. to 41°45'05" N., 77°01'05" W. to 41°39'30" N., 77°02'20" W. to point of beginning.

Williamsport, Pa.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 41°14'30" N., 76°55'20" W., of the Williamsport-Lycoming County Airport, Williamsport, Pa.; within 5 miles N and 8 miles S of the Williamsport ILS localizer E course extending from the 12-mile radius area to 12 miles E of the Picture Rocks RBN; and within 2 miles each side of the centerline of Runway 27 extended from the 12-mile radius area to 14 miles W of the end of the runway.

Willimantic, Conn.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 41°44'40" N., 72°10'46" W. of Windham Airport, Willimantic, Conn.; within 2 miles each side of the centerline of Runway 9 extended from the 8-mile radius area to 9.5 miles E of the end of the runway; within 2 miles each side of the Norwich VOR 323° radial extended from the 8-mile radius area to the VOR; and within 2 miles each side of the centerline of Runway 27 extended from the 8-mile radius area to 9 miles W of the end of the runway. This transition area shall be in effect from sunrise to sunset.

Williston, N. Dak.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Sloulin Field, Williston, N. Dak. (latitude 48°10'35" N., longitude 103°38'10" W.), and within 2 miles each side of the Williston VOR 316° radial, extending from the 9-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the Williston VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR.

Willmar, Minn.

That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the 104° and 284° bearings from Willmar, Minnesota, Municipal Airport (Lat. 45°06'52" N., Long. 95°05'11" W.), extending from 7 miles E to 13 miles W of the airport.

Willoughby, Ohio

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at: 41°45'00" N., 81°32'00" W to 41°48'00" N., 81°10'00" W. to 41°42'00" N., 81°05'00" W. to 41°39'00" N., 81°08'00" W. to 41°39'00" N., 81°15'00" W. to 41°29'00" N., 81°27'00" W. to 41°29'00" N., 81°31'00" W. to 41°33'00" N., 81°36'00" W. to point of beginning.

Wilmington, Del.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Greater Wilmington, Del., Airport (latitude 39° 40' 40" N., longitude 75° 36' 25" W.) within 2 miles each side of the New Castle, Del., VORTAC 238° radial, extending from the 7-mile radius area to 8 miles SW of the VORTAC; and within 2 miles each side of the New Castle, Del., VORTAC 278° radial extending from the 7-mile radius area to 8 miles west of the VORTAC, within a 4-mile radius of the center (39°31'20" N., 75°43'25" W.) of Summit Airpark Airport; and within 2 miles each side of the New Castle, Del., VORTAC 207° radial extending from the Summit Airpark 4-mile radius area to the VORTAC.

AMENDMENTS 4/27/67 32 F. R. 3766 (Changed)

Wilmington, N. C.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the New Hanover County Airport (latitude 34°16'15" N., longitude 77°54'05" W.); within 2 miles each side of the ILS localizer SE course, extending from the 6-mile radius area to 8 miles SE of the LOM; within 2 miles each side of the Wilmington, N. C., VORTAC 017° radial, extending from the 6-mile radius area to 8 miles NE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface to the base of the continental control area bounded by a line extending S along the E boundary of V-139 from the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W. to the arc of a 60-mile radius circle centered at latitude 34°54'30" N., longitude 76°53'00" W., thence clockwise along this arc to the W boundary of the Cherry Point ,N. C., transition area, thence SW and counterclockwise along the boundaries of the Cherry Point transition area, R-5306A, R-5306B, R-5306C, and R-5306B to a point 3 NM from the shoreline, thence SW 3 NM equidistant from the shoreline to a line extending through latitude 33°58'30" N., longitude 77°51'00" W., and latitude 33°58'30" N., longitude 78°10'45" W., thence W along this line to latitude 33°58'30" N., longitude 78°10'45" W., thence NW to the intersection of a line extending from latitude 34°18'40" N., longitude 79°11'00" W., through latitude 34°17'45" N., longitude 78°25'30" W. and the E boundary of V-213, thence NE along the E boundary of V-213 to the E boundary of V-1W, thence NE along the E boundary of V-1W to its intersection with a 15-mile radius circle centered at the Kinston, N. C., VORTAC, thence counterclockwise along this 15-mile radius arc to its intersection with the E boundary of V-1, thence NE along the E boundary of V-1 to its intersection with a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W., thence counterclockwise along the 55-mile radius arc to the point of beginning; and within 5 miles each side of the Wilmington, N. C., localizer SE course, extending from the LOM to 12 miles SE of the LOM.

AMENDMENTS 5/10/67 32 F. R. 7392 (Changed); 6/22/67 32 F. R. 6390 (Changed)

Wilmington, Ohio

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°26'00" N., 83°48'00" W. of Clinton County AFB, Wilmington, Ohio.

Winchester, Ky.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (38°01' 20" N., 84°13'10" W.) of Winchester-Codell Airport, Winchester, Ky.

Winchester, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°08'30" N., 78°08'30" W., of Winchester Airport, Winchester, Va.

Winder, Ga.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winder Airport (latitude 33°58'40" N., longitude 83°40'05" W.); within 2 miles each side of the Athens, Ga., VORTAC 277° radial extending from the 5-mile radius area to 6 miles E of the airport.

Wink, Tex.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°33'40" N., longitude 102°59'10" W.; to latitude 31°26'20" N., longitude 103°01'00" W.; to latitude 31°26'30" N., longitude 103°29'30" W.; to latitude 32°02'00" N., longitude 103°29'30" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 31°34'20" N., longitude 103°03'45" W.; to point of beginning.

Winona, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Max Conrad Field. Winona, Minn. (latitude 44°04'34" N., longitude 91°42'25" W.), within 2 miles each side of the 107° bearing from Max Conrad Field extending from the 7-mile radius area to 8 miles E of the airport, and within 2 miles each side of the 319° bearing from Max Conrad Field, extending from the 7-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 319° bearing from Max Conrad Field extending from the airport to 12 miles NW of the airport, and within 8 miles S and 5 miles N of the 107° bearing from Max Conrad Field extending from the airport to 12 miles E of the airport. excluding the portion which overlies the La Crosse, Wis., transition area.

Winslow, Ariz.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.), and within 2 miles each side of the Winslow VORTAC 314° radial, extending from the 9-mile radius area to 8 miles NW of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 10 miles SW and 13 miles NE of the Winslow VORTAC 154° and 334° radials, extending from 15 miles NW to 25 miles SE of the VORTAC.

Winston-Salem, N. C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Smith-Reynolds Airport (latitude 36°08'00" N., longitude 80°13'20" W.); within 2 miles each side of the Winston-Salem ILS localizer SE course, extending from the 5-mile radius area to 8 miles SE of the LOM.

Wisconsin Rapids, Wis.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Alexander Field-South Wood County Airport (latitude 44°21'30" N., longitude 89°50'15" W.); and within 2 miles each side of the 191° bearing from Alexander Field-South Wood County Airport, extending from the 6-mile radius to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 7 miles N and 14 miles S of the 101° and 281° bearings from Alexander Field-South Wood County Airport extending from 5 miles W to 9 miles E of the airport, excluding the portion of the 1,200-foot transition area, which overlies the Camp Douglas, Wis. and Wausau, Wis., transition areas.

AMENDMENTS 3/30/67 32 F. R. 2369 (Added)

Wolf Point, Mont.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Wolf Point Airport (latitude 48°05'40" N., longitude 105°34'45"W.), and within 2 miles each side of the 314° bearing from Wolf Point Airport extending from the 5-mile radius area to 10½ miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the 314° bearing from Wolf Point Airport, extending from the airport to the arc of a 35-mile radius circle centered on Glasgow, Mont., AFB (latitude 48°25'00" N., longitude 106°31'40" W.); and 5 miles each side of the 280° bearing from Wolf Point Airport extending from the airport to the arc of a 35-mile radius circle centered on Glasgow AGB

PENDING AMENDMENT
Wooster, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°50'09" N., 81°54'36" W., of Wooster Municipal Airport, Wooster, Ohio; within 2 miles each side of the Wooster, Ohio, RBN (40°48'50" N., 81°54'20" W.), 173° bearing extending from the 5-mile radius area to 8 miles south of the RBN and within 2 miles each side of the centerline of Runway 16 extended from the 5-mile radius area to 6 miles south of the end of the runway.

AMENDMENTS 2/1/68 32 F. R. 20705 (Added)

Worcester, Mass.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Worcester, Mass., Airport (latitude 42°16'05" N., longitude 71°52'20" W.); within 2 miles each side of the Worcester ILS localizer SE course extending from the 7-mile radius area to 8 miles SE of the OM.

Worland, Wyo.
That airspace extending upward from 700 feet above the surface, within 8 miles west and 6 miles east of the Worland 352° and 172° radials, extending from 13 miles north to 7 miles south of the VOR; that airspace extending upward from 1,200 feet above the surface, within a 23-mile radius of Worland VOR.

AMENDMENTS 10/12/67 32 F. R. 11632 (Added)

Worthington, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Worthington Municipal Airport (latitude 43°39'10" N., longitude 95°34'50" W.); and within 5 miles E and 8 miles W of the Worthington VOR 358° radial, extending from the VOR to 13 miles N of the VOR; and within 2 miles each side of the Worthington VOR 189° radial, extending from the 6-mile radius area to 8 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the Worthington VOR 189° radial, extending from the VOR to 12 miles S of the VOR; and within 5 miles each side of the Worthington VOR 178° radial, extending from the VOR to the S boundary of V-120.

Wrightstown, N. J.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of McGuire AFB (latitude 40°00'55" N., longitude 74°35'25" W.); within a 12-mile radius of NAS Lakehurst (West Field) (latitude 40°02'05" N., longitude 74°21'05" W.); within a 5-mile radius of Trenton-Robbinsville Airport (latitude 40°12'45" N., longitude 74°35'50" W.); within 2 miles N and 3 miles S of the Robbinsville VOR 278° and 098° radials extending from the Trenton-Robbinsville 5-mile radius area to 8 miles E of the VOR; within a 5-mile radius of Monmouth County Airport (latitude 40°11'05" N., longitude 74°07'20" W.); within a 5-mile radius of Colts Neck Airport (latitude 40°16'35" N., longitude 74°10'55" W.); within 2 miles each side of the Colts Neck VOR 004° radial extending from the Colts Neck 5-mile radius area to 8 miles N of the VOR; within a 5-mile radius of the Red Bank Airport (latitude 40°19'45" N., longitude 74°04'45" W.); and within 2 miles each side of the Colts Neck VOR 255° radial extending from the Colts Neck Airport 5-mile radius area to 8 miles W of the VOR, and within a 4-mile radius of the center, 40°13'05" N., 74°05'30" W., of the Asbury Park-Neptune Airport, Neptune, N. J., excluding the portion

within the New York, N. Y., Transition Area; and that airpsace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40°24'20" N., longitude 74°45'40" W., thence to latitude 40°17'20" N., longitude 73°52'45" W., to latitude 40°12'55" N., longitude 73°19'00" W., to latitude 39°58'40" N., longitude 73°38'35" W., to latitude 39°38'40" N., longitude 74°05'05" W., to latitude 39°31'45" N., longitude 74°15'55" W.; to latitude 39°37'31" N., longitude 74°20'02" W., to latitude 39°43'00" N., longitude 74°48'00" W., to latitude 39°53'00" N., longitude 74°48'00" W., to latitude 40°00'35" N., longitude 74°54'35" W., to latitude 40°16'10" N., longitude 74°39'20" W.; thence to the point of beginning. The airspace within W-107 below 2,000 feet MSL and within control area 1147 is excluded.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed)

Wurtsboro, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°35'50" N., 74°27'35" W.) of Wurtsboro-Sullivan County Airport, Wurtsboro, N. Y.; and within 2 miles each side of the Huguenot, N. Y., VOR 028° radial extending from the 5-mile radius area to the VOR excluding that portion that coincides with the Newburgh, N. Y., Transition Area, effective from sunrise to sunset daily.

AMENDMENTS 4/27/67 32 F. R. 3768 (Added); 6/22/67 32 F. R. 7749 (Changed)

Yakataga, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Yakataga R.R. SW course, extending from 7 miles NE to 13 miles SW of the INT of the SW course of the Yakataga R.R. and E course of the Hinchinbrook, Alaska R.R.; and within 5 miles each side of the Yakataga R.R. SE course, extending from the R.R. to the INT of the SE course of Yakataga R.R. and the W course of the Yakutat, Alaska R.R.

Yakima, Wash.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Yakima VORTAC 129° T (108° M) and 309° T (288° M) radials, extending from 2 miles NW to 6.5 miles SE of the VORTAC; within 2 miles each side of the Yakima ILS localizer E course, extending from 2.5 miles W to 8 miles E of the LOM; and within 2 miles each side of the Yakima VORTAC 276° T (255° M) radial, extending from the VORTAC to 12 miles W of the VORTAC: that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Ellensburg, Wash., VORTAC 191° T (170° M) radial, extending from 9 miles S to 13 miles N of the INT of the Ellensburg VORTAC 191° T (170° M) and the Yakima VORTAC 305° T (284° M) radials; within 9 miles NE and 6 miles SW of the Yakima VORTAC 129° T (108° M) radials, extending from the VORTAC to 33 miles SE of the VORTAC; that airspace NE and E of Yakima within a 16-mile radius of the Yakima VORTAC, extending clockwise from the E edge of V-25 to the NE edge of V-4, that airspace S of Yakima within a 21-mile radius of the Yakima VORTAC, extending clockwise from the SW edge of V-4 to the NW edge of V-448; and that airspace extending upward from 7,500 feet MSL within 11 miles NW and 16 miles SE of the Yakima VORTAC 242° T (221° M) radial, extending from 8 miles SW to 52 miles SW of the VORTAC.
AMENDMENTS 4/27/67 32 F.R. 2808 (Rewritten)

Yakutat, Alaska

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Yakutat VORTAC, and within a 15-mile radius of the Yakutat RR, excluding the portion NE of a line 5 miles NE of and parallel to the Yakutat VORTAC 319° and 139° radials; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Yakutat VORTAC 147° radial, extending from the 15-mile radius area to 18 miles SE of the VORTAC; and within 5 miles each side of the Yakutat VORTAC 229° radial, extending from the 15-mile radius area to 18 miles SW of the VORTAC.

Yankton, S. Dak.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Yankton Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); within 2 miles each side of the Yankton VOR 140° radial, extending from the 5-mile radius area to 8 miles SE of the VOR; and within 5 miles NE and 8 miles SW of the Yankton VOR 321° radial, extending from the VOR to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Yankton VOR 140° radial extending from the VOR to 12 miles SE.

Yazoo City, Miss.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Barrier Field (latitude 32°52'30" N., longitude 90°24'25" W.); within 2 miles each side of the 100° bearing from WAZF Commercial Broadcast Station (latitude 32°52'00" N., longitude 90°23'31" W.), extending from the 6-mile radius area to 8 miles east of WAZF Commercial Broadcast Station; within 2 miles each side of the Jackson, Miss. VORTAC 332° radial, extending from the 6-mile radius area to 16 miles northwest of the VORTAC; and that airspace extending upward from 1200 feet above the surface within 5 miles each side of the 280° bearing from WAZF Commercial Broadcast Station, extending from WAZF Commercial Broadcast Station to 13 miles west; and within 8 miles north and 5 miles south of the 100° bearing from WAZF Commercial Broadcast Station, extending from WAZF Commercial Broadcast Station to 12 miles east.
AMENDMENTS 1/4/68 32 F. R. 15095 (Rewritten)

Yerington, Nev.

That airspace extending upward from 11,000 feet MSL within 12 miles, southwest and 8 miles northeast of the Reno, Nev., VORTAC 135° radial, extending from 10 miles northwest to 22 miles southeast of the INT of Reno VOR 135° and Lovelock, Nev., VORTAC 197° radials, excluding the airspace within Federal airways.

York, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°55'00" N., 76°52'00" W. of York Airport, York, Pa., and within 2 miles each side of the centerline of Runway 16 extended from the 6-mile radius area to 7 miles S of the end of the runway and within 2 miles each side of the 336° bearing of the York RBN extending from the 6-mile radius area to 8 miles NW of the RBN excluding that portion coincident with the Harrisburg, Pa., 700-foot transition area.

Youngstown, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Youngstown Municipal Airport (latitude 41°15'35" N., longitude 80°40'40" W.); within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 7-mile radius area to 13 miles NW of the localizer; within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 7-mile radius area to the Hubbard RBN; and within 2 miles each side of the Youngstown VOR 358° radial, extending from the 7-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: latitude 41°50'55" N., longitude 81°05'30" W.; to latitude 41°55'00" N., longitude 80°35'00" W.; to latitude 41°48'00" N., longitude 80°25'00" W.; to latitude 41°35'00" N., longitude 79°36'00" W.; to latitude 41°21'12" N., longitude 79°09'05" W.; to the Clarion, Pa., VOR; to latitude 41°01'15" N., longitude 80°08'00" W.; to latitude 40°57'00" N., longitude 80°30'00" W.; to latitude 40°56'40" N., longitude 80°36'00" W.; to latitude 40°56'00" N., longitude 80°52'00" W.; to latitude 41°05'00" N., longitude 80°50'00" W.; to latitude 41°28'00" N., longitude 81°10'00" W.; thence counterclockwise via the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio (latitude 41°41'00" N., longitude 81°23'25" W.), to the point of beginning.

PENDING AMENDMENT

Youngstown, Ohio (Youngstown Executive Airport)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°03'34" N., 80°49'48" W., of Youngstown Executive Airport, Youngstown, Ohio; within 2 miles each side of the centerline of Runway 29 extended from the 5-mile radius area to 5 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 11 extended from the 5-mile radius area to 6 miles east of the end of the runway and within 2 miles each side of the 203° radial of the Youngstown, Ohio, VOR extending from the 5-mile radius area to 11 miles southwest of the VOR.

AMENDMENTS 2/1/68 32 F. R. 20705 (Added)

Yuma, Ariz.

That airspace extending upward from 700 feet above the surface, within an 11-mile radius of Yuma MCAS/Yuma International Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within 2 miles each side of the Yuma VORTAC 181° radial, extending from the 11-mile radius area to 21 miles south of the VORTAC; that airspace extending upward from 1,200 feet above the surface, within 12 miles west and 11 miles east of the Yuma VORTAC 351° radial, extending from the north edge of V-66 to 20 miles north of the VORTAC, within 5 miles north and 8 miles south of the Yuma VORTAC 087° radial, extending from the VORTAC to 14 miles east of the VORTAC, within 11 miles east and 8 miles west of the Yuma VORTAC 180° radial, extending from the VORTAC to the United States/Mexico border; and that airspace northwest of Yuma, extending upward from 4,000 feet MSL, bounded on the north by the arc of an 18-mile radius circle centered on the Blythe, Calif., Airport (latitude 33°37'15" N., longitude 114°43'00" W.), on the east by the west edge of V-135, on the south by the north edge of V-66, and on the northwest and west by lines 5 miles northwest and west of and parallel to the Imperial and Blythe, Calif., VORTAC's, 064° and 187° radials respectively; excluding that portion outside the United States.

AMENDMENTS 11/9/67 32 F. R. 12111 (Rewritten); Corr: 32 F. R. 12912

Zanesville, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Zanesville Municipal Airport (latitude 39°56'40" N., longitude 81°53'20" W.); within 8 miles E and 5 miles W of the Zanesville VOR 222° radial extending from the VOR to 12 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39° 53' 15" N., longitude 81° 03' 15" W.; to latitude 39° 43' 00" N., longitude 81° 13' 00" W.; to latitude 39° 40' 00" N., longitude 81° 30' 00" W.; to latitude 39° 40' 00" N., longitude 82° 00' 00" W.; to latitude 39° 52' 25" N., longitude 82° 13' 00" W.; thence direct to the Tiverton, Ohio, VOR; to the Newcomerstown, Ohio, VOR; to the INT of the Imperial, Pa., VORTAC 249° radial and the arc of a 60-mile radius circle centered on the Imperial VORTAC; thence via this arc to the point of beginning.

Zionsville, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Terry Memorial Airport (latitude 40°02'05" N., longitude 86°15'00" W.).

AMENDMENTS 4/27/67 32 F. R. 3768 (Added)

Zuni, N. Mex.

That airspace extending upward from 8,500 feet MSL within 10 miles N and 7 miles S of the Zuni VORTAC 087° and 267° radials extending from 20 miles E to 9 miles W of the VORTAC.

SUBPART H - POSITIVE CONTROL AREAS

§71.193 Designation of Positive Control Areas.

The parts of airspace described below are designated as positive control areas.

Continental positive control area.

That airspace within the continental control area from flight level 240 to and including flight level 600 bounded by a line beginning at latitude 48°30'00" N., longitude 124°45'00" W.; thence along the United States/ Canadian border to latitude 48°17'00" N., longitude 123°13'00" W.; thence to latitude 48°25'00" N., longitude 123°17'00" W.; thence to latitude 48°27'00" N., longitude 123°07'00" W.; thence to latitude 48°37'00" N., longitude 123°12'00" W.; thence to latitude 48°55'30" N., longitude 123°05'00" W.; thence to latitude 48°55'30" N., longitude 122°02'00" W.; thence to latitude 49°00'00" N., longitude 121°48'00" W.; thence along the United States/Canadian border to latitude 49°00'00" N., longitude 100°00'00" W.; thence to latitude 46°14'00" N., longitude 100°00'00" W.; latitude 45°40'20" N., longitude 98°20'40" W.; thence to latitude 46°07'30" N., longitude 96°47'30" W.; thence to latitude 46°27'30" N., longitude 95°35'00" W.; thence to latitude 47°33'00" N., longitude 92°19'00" W.; thence to latitude 47°35'30" N., longitude 91°19'00" W.; thence to latitude 46°42'00" N., longitude 89°45'00" W.; thence to latitude 47°40'40" N., longitude 86°46'00" W.; thence along the United States/Canadian border to latitude 45°01'00" N., longitude 71°29'00" W.; thence to latitude 45°17'00" N., longitude 71°20'10" W.; thence to latitude 45°17'20" N., longitude 71°16'00" W.; thence along the United States/Canadian border to latitude 45°18'10" N., longitude 71°05'40" W.; thence to latitude 45°19'00" N., longitude 70°56'00" W; thence along the United States/Canadian border to latitude 45°19'55" N., longitude 70°49'00" W.; thence to latitude 45°20'40" N., longitude 70°39'30" W.; thence to latitude 45°40'40" N., longitude 70°30'30" W.; thence along the United States/Canadian border to latitude 45°40'20" N., longitude 67°46'30" W.; thence to latitude 45°37'30" N., longitude 67°46'30" W.; thence to latitude 45°27'00" N., longitude 67°29'00" W.; thence along the United States/Canadian border to latitude 44°48'00" N., longitude 66°53'00" W.; thence via a line three nautical miles from the coastline to latitude 44°01'00" N., longitude 69°01'00" W.; thence to latitude 43°47'48" N., longitude 69°23'20" W.; thence via a line 3 nautical miles from the coastline to latitude 43°09'31" N., longitude 70°31'24" W.; thence to latitude 43°07'40" N., longitude 70°32'45" W.; thence to latitude 43°03'16" N., longitude 70°36' 17" W.; thence to latitude 42°57'43" N., longitude 70°41'49" W.; thence via a line 3 nautical miles from the coastline to latitude 41°59'10" N., longitude 70°32'10" W.; thence to latitude 42°05'45" N., longitude 70°17' 50" W.; thence via a line 3 nautical miles from the coastline to latitude 41°29'54" N., longitude 70°30'26" W ; thence to latitude 41°26'24" N., longitude 71°05'36" W.; thence via a line 3 nautical miles from the coastline to latitude 41°16'30" N., longitude 71°47'35" W.; thence to latitude 41°04'50" N., longitude 71°47'25" W.; thence to latitude 41°01'20" N., longitude 71°50'45" W.; thence via a line 3 nautical miles from the coastline to latitude 26°42'30" N., longitude 97°16'00" W.; thence to latitude 26°37'45" N., longitude 97°34'00" W.; thence to latitude 26°30'00" N., longitude 99°06'10" W.; thence along the United States/Mexico border to latitude 32°31'00" N., longitude 117°11'00" W ; thence via a line 3 nautical miles from the coastline to latitude 48°25'00" N., thence to the point of beginning, excluding the Santa Barbara Island, Farallon Island, and the portion south of latitude 25°04'00" N.

That airspace within the continental control area from 18,000 feet MSL up to FL 240 bounded by a line beginning at latitude 37°18'15" N., longitude 80°44'45" W.; thence to latitude 37°16'00" N., longitude 80°53'00" W.; thence to latitude 37°11'30" N., longitude 81°09'00" W.; thence to latitude 36°34'00" N., longitude 84°01'00" W.; thence to latitude 36°30'00" N., longitude 84°45'00" W.; thence to latitude 36°12'30" N, longitude 85°10'30" W.; thence to latitude 36°11'00" N., longitude 85°24'00" W.; thence to latitude 36°54'00" N., longitude 85°35'00" W.; thence to latitude 37°18'00" N., longitude 86°09'00" W.; thence to latitude 37°16'30" N., longitude 87°23'50" W.; thence to latitude 37°43'30" N., longitude 88°19'00" W.; thence to latitude 37°32'00" N., longitude 88°50'00" W.; thence to latitude 37°09'00" N., longitude 90°34'00" W.; thence to latitude 36°26'00" N., longitude 94°41'00" W.; thence to latitude 36°55'00" N., longitude 95°05'00" W.; thence to latitude 36°42'00" N., longitude 95°53'00" W.; thence to latitude 38°04'00" N., longitude 96°00'00" W.; thence to latitude 38°22'00" N., longitude 96°22'00" W.; thence to latitude 38°22'00" N., longitude 98°24'00" W.; thence to latitude 38°47'00" N., longitude 99°04'00" W.; thence to latitude 39°23'00" N., longitude 99°04'00" W.; thence to latitude 42°08'15" N., longitude 99°01'15" W.; thence to latitude 42°20'00" N., longitude 98°34'00" W.; thence to latitude 43°16'30" N., longitude 97°01'45" W.; thence to latitude 43°00'00" N., longitude 96°43'00" W.; thence to latitude 43°04'30" N., longitude 95°37'00" W.; thence to latitude 45°54'00" N., longitude 95°29'00" W.; thence to latitude 46°17'45" N., longitude 93°50'00" W.; thence to latitude 44°57'45" N., longitude 90°01'30" W.; thence to latitude 45°34'30" N., longitude 89°18'00" W.; thence to latitude 45°10'00" N., longitude 88°35'30" W.; thence to latitude 44°50'00" N., longitude 88°00'00" W.; thence to latitude 44°04'00" N., longitude 85°00'00" W.; thence to latitude 43°52'00" N., longitude 84°10'00" W.; thence to latitude 43°52'00" N., longitude 82°11'20" W.; thence along the United States/ Canadian border to latitude 45°01'00" N., longitude 71°29'00" W.; thence to latitude 45°17'00" N., longitude 71°20'10" W.; thence to latitude 45°17'20" N.,longitude 71°16'00" W.; thence along the United States/Canadian border to latitude 45°18'10" N., longitude 71°05'40" W.; thence to latitude 45°19'00" N., longitude 70°56'00" W.; thence along the United States/Canadian border to latitude 45°19'55" N., longitude 70°49'00" W.; thence to latitude 45°20'40" N., longitude 70°39'30" W.; thence to latitude 45°40'40" N., longitude 70°30'30" W., thence along the United States/Canadian border to latitude 45°40'20" N., longitude 67°46'30" W.; thence to latitude 45°37'30" N., longitude 67°46'30" W.; thence to latitude 45°27'00" N., longitude 67°29'00" W.; thence along the

United States/Canadian border to latitude 44°48'00" N., longitude 66°53'00" W.; thence via a line 3 nautical miles from the coastline to latitude 44°01'00" N., longitude 69°01'00" W.; thence to latitude 43°47'48" N., longitude 69°23'20" W.; thence via a line 3 nautical miles from the coastline to latitude 43°09'31" N., longitude 70°31'24" W.; thence to latitude 43°07'40" N., longitude 70°32'45" W.; thence to latitude 43°03'16" N., longitude 70°36'17" W.; thence to latitude 42°57'43" N., longitude 70°41'49" W.; thence via a line 3 nautical miles from the coastline to latitude 41°59'10" N., longitude 70°32'10" W.; thence to latitude 42°05'45" N., longitude 70°17'50" W.; thence via a line 3 nautical miles from the coastline to latitude 41°29'54" N., longitude 70°30'26" W.; thence to latitude 41°26'24" N., longitude 71°05'36" W.; thence via a line 3 nautical miles from the coastline to latitude 41°16'30" N., longitude 71°47'35" W.; thence to latitude 41°04'50" N., longitude 71°47'25" W.; thence to latitude 41°01'20" N., longitude 71°50'45" W.; thence via a line 3 nautical miles from the coastline to latitude 38°00'00" N., longitude 75°11'00" W.; thence to latitude 38°13'30" N., longitude 75°41'00" W.; thence to latitude 38°20'30" N., longitude 75°36'40" W.; thence to latitude 38°53'40" N., longitude 75°51'20" W.; thence to latitude 38°26'20" N., longitude 77°03'15" W.; thence to latitude 37°01'00" N., longitude 77°55'00" W.; thence to latitude 36°19'00" N., longitude 79°16'00" W.; thence to latitude 37°00'00" N., longitude 80°25'10" W.; thence to latitude 37°12'15" N., longitude 80°25'45" W.; thence to the point of beginning.

AMENDMENTS 6/27/67 32 F. R. 9643 (Changed); 11/9/67 32 F. R. 13270 (Changed)

SUBPART I - REPORTING POINTS

§ 71.201 Designation.

The locations described in this Subpart are designated as reporting points.

§ 71.203 Domestic low altitude reporting points.

The reporting points listed below are designated at all altitudes up to but not including 18,000 feet MSL.

Aberdeen, S. Dak.
Abilene, Tex.
Akron, Colo.
Alamosa, Colo.
Albany, Ga.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alexandria, Minn.
Allegheny, Pa.
Allendale, S. C.
Allentown, Pa.
Alma, Ga.
Amarillo, Tex.
Anderson, S. C.
Anton Chico, N. Mex.
Appleton, Ohio
Ardmore, Okla.
Asheville, N. C.
Atlanta, Ga.
Augusta, Ga.
Augusta, Maine
Austin, Tex.
Avenal, Calif.
Baker, Oreg.
Bakersfield, Calif.
Bangor, Maine
Barstow INT: INT Hector, Calif., 263°, Daggett, Calif., 229° radials.
Baton Rouge, La.
Battle Mountain, Nev.
Bay Point, INT: INT Oakland, Calif., 039°, Napa, Calif., 117° radials.
Beatty, Nev.
Beaumont, Tex.
Bellingham, Wash.
Bible Grove, Ill.
Big Spring, Tex.
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.
Birmingham, Ala.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Springs, Mo.
Blythe, Calif.
Boise, Idaho
Bolton INT: INT Myrtle Beach, S. C., 031° and Wilmington, N. C., 276° radials.
Bonneville, Utah
Boston, Mass.
Boulder, Nev.
Bowling Green, Ky.
Boysen Reservoir, Wyo.
Bozeman, Mont.
Bradford, Ill.
Bridgeport, Tex.
Britton, Tex.
Brooke, Va.
Brookley, Ala.
Brookwood, Ala.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
Buffalo, N. Y.
Burley, Idaho
Burlington, Iowa
Burlington, Vt.
Butler, Mo.
Cape Girardeau, Mo.
Capital, Ill.
Carleton, Mich.
Carlsbad, N. Mex.
Carmel, N. Y.
Casa Grande, Ariz.

Casper, Wyo.
Cedar Rapids, Iowa
Centralia, Ill.
Chadron, Nebr.
Chanute, Kans.
Charleston, S. C.
Charleston, W. Va.
Charlo INT: INT Mullan Pass, Idaho, 089°, Missoula, Mont., 354° radials.
Chattanooga, Tenn.
Cherokee, Wyo.
Chesterfield, S. C.
Cheyenne, Wyo.
Chicago Heights, Ill.
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Cleveland, Ohio
Coaldale, Nev.
Coalfax INT: INT Johnstown, Pa., 093°, St. Thomas, Pa., 358° radials.
Cochise, Ariz.
Cofield, N. C.
Columbia, Mo. 7/20/67 32 F. R. 7589 (Added)
Columbia, S. C.
Columbus, Ga.
Columbus, Miss.
Columbus, N. Mex.
Concord, N. H.
Cooksburg, Pa. INT: INT Clarion, Pa., 044° and Franklin, Pa. 099° radials. 5/26/66 31 F.R. 5408 (Added)
Cordova, Ill.
Corona, N. Mex.
Corpus Christi, Tex.
Cotulla, Tex.
Coyle, N. J.
Crazy Woman, Wyo.
Crescent City, Calif.
Crestview, Fla.
Cross City, Fla.
Crossville, Tenn.
Cut Bank, Mont.
Dalhart, Tex.
Dallas, Tex.
Daytona Beach, Fla.
Dayton, Ohio
Decatur, Ill.
DeLancey, N.Y.
Delta, Utah
Deming, N. Mex.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Doby INT: INT Wells, Nev., 256°, Elko, Nev., 338° radials.
Dogwood, Mo.
Dothan, Ala.
Douglas, Ariz.
Douglas, Wyo.
Dublin, Ga.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Dunkirk, N. Y.
Dupree, S. Dak.
Dyersburg, Tenn.
Dyess, Texas
Eagle Lake, Tex.
Eau Claire, Wis.
Edgerton INT: INT Fort Wayne, Ind., 039°, Waterville, Ohio, 273° radials.
El Dorado, Ark.
Elkins, W. Va.
Elko, Nev.
Ellensburg, Wash.
Elmira, N. Y.
El Paso, Tex.
Ephrata, Wash.
Erie, Pa.
Eugene, Oreg.
Evansville, Ind.
Falmouth, Ky.
Fargo, N. Dak.

Farmington, Minn.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fayetteville, N. C.
Fellows, Calif.
Fillmore, Calif.
Findlay, Ohio
Flat Rock, Va.
Flint, Mich.
Flint Stone INT: INT of St. Thomas, Pa., 239°, Martinsburg, W. Va., 297° radials.
Florence, S. C.
Fort Bridger, Wyo.
Fort Jones, Calif.
Fort Mill, S. C.
Fort Myers, Fla.
Fort Smith, Ark.
Fort Stockton, Tex.
Fortuna, Calif.
Fort Wayne, Ind.
Franklin, Va.
Fresno, Calif.
Friant, Calif.
Front Royal, Va.
Gage, Okla.
Gainesville, Fla.
Garden City, Kans.
Garrett INT: INT Goshen, Ind., 108°, Ft. Wayne, Ind., 016° radials.
Garrison INT: INT Drummond, Mont., 092°, Butte, Mont., 002° radials.
Gaviota, Calif.
Gila Bend, Ariz.
Gill, Colo.
Gill INT: INT Jefferson, Ohio, 279°, Cleveland, Ohio, 024° radials.
Goffs, Calif.
Goodland, Kans.
Gordonsville, Va.
Goshen, Ind.
Graham, Tenn.
Grand Island, Nebr.
Grand Junction, Colo.
Grantsburg, Wis.
Grantsville, Md.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville, Fla.
Greenwood, Miss.
Greenwood, S. C.
Gregg County, Tex.
Gulfport, Miss.
Guthrie, Tex.
Hallsville, Mo.
Hamilton, Ala.
Hampton INT: INT Harrisburg, Pa., 196°, Lancaster, Pa., 256° radials.
Hanksville, Utah
Harcum, Va.
Harris, Ga., VORTAC
Harrisburg, Pa.
Harrison, Ark.
Hartford, Conn.
Hattiesburg, Miss.
Hayes Center, Nebr.
Hazen, Nev.
Hector, Calif.
Helena, Mont.
Herndon, Va.
Hickory, N. C.
Hidden Hills INT: INT Las Vegas, Nev., 266°, Beatty, Nev., 142° radials.
Hill City, Kans.
Hobart, Okla.
Hobbs, N. Mex.
Hoquiam, Wash.
Holston Mountain, Tenn.
Hot Springs, Ark.
Houghton, Mich.
Houlton, Maine
Houston, Tex.
Hudspeth, Tex.
Huntsville, Ala.

Huron, S. Dak.
Hutchinson, Kans.
Imperial, Calif.
Indianapolis, Ind.
Jacks Creek, Tenn.
Jackson, Mich.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Joliet, Ill.
Julian, Calif.
Junction, Tex.
Kansas City, Mo.
Keating, Pa.
Keeler, Mich.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.
Key West, Fla., RBN
Kingston, N. Y.
Kinston, N, C.
Kirksville, Mo.
Klamath Falls, Oreg.
Knoxville, Tenn.
Kokomo, Ind.
Kremmling, Colo.
LaBelle, Fla.
Lafayette, Ind.
Lafayette, La.
Lake Charles, La.
Lake Henry, Pa. 12/7/67 32 F. R. 13117 (Added)
Lake Hughes, Calif.
Lakeland, Fla.
Lamar, Colo.
Lamoni, Iowa
Lancaster, Pa.
Lansing, Mich.
Laramie, Wyo.
Laredo, Tex.
Las Vegas, Nev.
Lawrenceville, Va.
Leona, Tex.
Leslie INT: INT Salem, Mich., 273°, Lansing, Mich., 159° radials.
Lewis, Ind.
Lewistown, Mont.
Lexington, Ky.
Liberal, Kans.
Liberty, N. C.
Linden, Calif.
Linden, Va.
Litchfield, Mich.
Little Rock, Ark.
Livingston, Mont.
Llano, Tex.
Lometa, Tex.
London, Ky.
Lone Rock, Wis.
Long Beach, Calif.
Los Angeles, Calif.
Los Banos, Calif.
Louisville, Ky.
Lovelock, Nev.
Lubbock, Tex.
Lucin, Utah
Lufkin, Tex.
Lynchburg, Va.
Macon, Ga.
Malad City, Idaho
Malden, Mo.
Mansfield, Ohio
Maples, Mo.
Marianna, Fla.
Marion, Ill.
Martinsburg, W. Va.
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McCall, Idaho
McComb, Miss.

McCook, Nebr.
Medford, Oreg.
Medicine Bow, Wyo.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Miami, Fla., RBN
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine, RBN
Millinocket, Maine
Milton, Pa.
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mobile, Ala.
Moline, Ill.
Monroe, La.
Monroeville, Ala.
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mullan Pass, Idaho
Muncie, Ind.
Muscle Shoals, Ala.
Muskegon, Mich.
Myrtle Beach, S. C.
Nabb, Ind.
Nantucket, Mass.
Naperville, Ill.
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
Neosho, Mo.
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
Norris INT: INT Westchester, Pa., 250°, Lancaster, Pa., 178° radials.
North Bend, Oreg.
Northbrook, Ill.
North Nantucket INT: INT of 098° bearing from Boston, Mass., RBN, centerline of Control 1143.
North Platte, Nebr.
Nottingham, Md.
Oakland, Calif.
Ocala, Fla.
Oceanside, Calif.
Ogden, Utah
Oklahoma City, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Ontario, Calif.
Orlando, Fla.
Oshkosh, Wis.
Oswego, Kans. 4/27/67 32. F. R. 2884 (Added)
Paducah, Ky.
Pahokee, Fla.
Palacios, Tex.
Palm Beach, Fla.
Palmdale, Calif.
Palm Springs, Calif.
Parker, Calif.
Parkersburg, W. Va.
Paso Robles, Calif.
Patuxent, Md.
Pawling, N. Y. 3/30/67 32 F. R. 1086 (Added)
Pawnee City, Nebr.
Peach Springs, Ariz.
Pecos, Tex.
Pellston, Mich.
Pembina, N. Dak.
Pendleton, Oreg.

PENDING AMENDMENT
Ottumwa, Iowa 2/1/68 32 F. R. 17576 (Added)

Peoria, Ill.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff, Ark.
Pioneer INT: INT Ft. Wayne, Ind., 039°, Waterville, Ohio, 288° radials.
Plainview, Tex.
Plattsburg, N. Y.
Pocatello, Idaho

Point Reyes, Calif.
Polo, Ill.
Pomona, Calif.
Ponca City, Okla.
Porterville, Calif.
Portland, Oreg.
Power Point INT: INT Briggs, Ohio, 084°, Akron, Ohio, 130° radials.
Prescott, Ariz.
Presque Isle, Maine
Priest, Calif.
Princeton, Maine
Providence, R. I.
Provo, Utah
Pueblo, Colo.
Pulaski, Va.
Pullman, Mich.
Quincy, Ill.
Quitman, Tex.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Ravine, Pa.
Raymond, Nebr.
Readsville, Mo.
Red Bluff, Calif.
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis.
Rex, Ga.
Rhinelander, Wis.
Richwoods, Mo.
Roberts, Ill.
Rochester, Minn.
Rochester, N. Y.
Rockford, Ill.
Rock Springs, Wyo.
Rocky Mount, N. C.
Rome, Oreg.
Rosewood, Ohio
Roswell, N. Mex.
Sacramento, Calif.
Saginaw, Mich.
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.
Salt Lake City, Utah
Samsville, Ill.
San Angelo, Tex.
San Antonio, Tex.
San Luis Obispo, Calif.
San Simon, Ariz.
Santa Barbara, Calif.
Santa Fe, N. Mex.
Saufley, Fla.
Sault Ste. Marie, Mich.
Savannah, Ga.
Saybrook INT: INT Carmel, N. Y., 093°, Riverhead, N. Y., 046° radials.
Sayre, Okla.
Scipio INT: INT Syracuse, N. Y., 210° and Georgetown, N. Y., 273° radials.
Scotland, Ind.

Scottsbluff, Nebr.
Sea Isle, N. J.
Seattle, Wash.

Selinsgrove, Pa.
Shelbyville, Ind.
Sheridan, Wyo.
Shreveport, La.
Sidney, Nebr.
Sioux City, Iowa
Sioux Falls, S. Dak.
Snow Hill, Md.
Sod House, Nev.
South Bangor INT: INT of Bangor, Maine, RBN 153° bearing and centerline of Control 1143.
4/27/67 32 F. R. 3219 (Rewritten)
South Bend, Ind.
South Boston, Va.
Spokane, Wash.
Springfield, Mo.
Stacy INT: INT Blackford, Va., 009°, Bluefield, W. Va., 267° radials.
Stansbury INT: INT Salt Lake City, Utah, 265°, Ogden Utah, 212° radials.
Sterling INT: INT Providence, R. I., 270°, Norwich, Conn., 043° radials.
Stevens Point, Wis.
Stockton, Calif.
Sulphur Springs, Tex.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
The Dalles, Oreg.
Thermal, Calif.
Thornhurst, Pa.
Thurman, Colo.
Tidioute, Pa.
Tiverton, Ohio
Tobe, Colo.
Topeka, Kans.
Traverse City, Mich.
Troy, Ill.
Truth or Consequences, N. Mex.
Tuba City, Ariz.
Tucson, Ariz.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuskegee, Ala.
Twenty-Nine Palms, Calif.
Twin Falls, Nev.
Tyrone, Pa.
Ukiah, Calif.
Vance, S. C.
Vandalia, Ill.
Ventura, Calif.
Vero Beach, Fla.
Vichy, Mo.
Vienna, Ga.
Waco, Tex.
Walnut Ridge, Ark.
Waterloo, Iowa
Watertown, N. Y.
Watertown, S. Dak.
Waterville, Ohio
Waukon, Iowa
Wausau, Wis.
Waycross, Ga.
West Chester, Pa.
West Point, Ind.
White Cloud, Mich.
Whitehall, Mont.
White Lake, La.
Whitesburg, Ky.
Wichita, Kans.
Wichita Falls, Tex.
Williams, Calif.
Williamsport, Pa.
Wilmington, N.C.
Wink, Tex.
Winslow, Ariz.
Wolbach, Nebr.
Woodside, Calif.
Woodstown, N. J.
Yakima, Wash.
York, Ky.
Youngstown, Ohio
Yuma, Ariz.
Zuni, N. Mex.

§ 71.207 **Domestic High Altitude Reporting Points.**

The reporting points listed below are designated at all altitudes from 18,000 feet MSL to Flight Level 450, inclusive.

Aberdeen, S. Dak.
Abilene, Tex.
Alamosa, Colo.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Allegheny, Pa.
Alma, Ga.
Amarillo, Tex.
Appleton, Ohio
Atlanta, Ga.
Augusta, Ga.
Austin, Tex.
Bakersfield, Calif.
Bangor, Maine
Battle Mountain, Nev.
Beckley, W. Va.
Billings, Mont.
Birmingham, Ala.
Biscayne Bay, Fla. 7/20/67 32 F. R. 8405 (Added)
Blythe, Calif.
Boise, Idaho
Boston, Mass.
Boulder, Nev.
Bradford, Ill.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Butler, Mo.
Charleston, S. C.
Charleston, W. Va.
Cleveland, Ohio
Coaldale, Nev.
Columbia, S. C.
Coyle, N. J.
Crazy Woman, Wyo.
Crestview, Fla.
Davey INT: INT Yarmouth, Nova Scotia, 230° and Bangor, Maine 152° radials. 3/3/66 30 F. R. 15322 (Rewritten).
Dayton, Ohio
Daytona Beach, Fla.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dubois, Idaho
Duluth, Minn.
Dupree, S. Dak.
El Paso, Tex.
Erie, Pa.
Evansville, Ind.
Fargo, N. Dak.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fort Stockton, Tex.
Flat Rock, Va.
Florence, S. C.
Fresno, Calif.
Front Royal, Va.
Gainesville, Fla.
Garden City, Kans.
Gila Bend, Ariz.
Gordonsville, Va.
Grand Junction, Colo.
Great Falls, Mont.
Greater Southwest, Tex. 1/4/68 32 F. R. 15636 (Added)
Green Bay, Wis.
Greensboro, N. C.
Greenwood, Miss.
Hector, Calif.
Herndon, Va.
Hill City, Kans.
Houston, Tex.
Indianapolis, Ind.
Jackson, Miss.
Jacksonville, Fla.
Joliet, Ill.

Kansas City, Mo.
Kennedy, N. Y.
Key West, Fla.
Knoxville, Tenn.
Lake Charles, La.
Lakeview, Oreg.
Laredo, Tex.
Las Vegas, N. Mex.
Lewistown, Mont.
Lexington, Ky.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lufkin, Tex.
Malad City, Idaho
Mason City, Iowa
Meeker, Colo.
Messena, N. Y.
McCall, Idaho
McComb, Miss.
Medford, Oreg.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Milford, Utah
Millinocket, Maine
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Mobile, Ala.
Montgomery, Ala.
Mullan Pass, Idaho
Nantucket, Mass.
Nashville, Tenn.
New Orleans, La.
Nodine, Minn.
Norfolk, Va.
Northbrook, Ill.
Oakland, Calif.
Oklahoma, City, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Orlando, Fla.
Palm Beach, Fla.
Palmdale, Calif.
Parker, Calif.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pembina, N. Dak.
Pendleton, Oreg.
Philipsburg, Pa.
Phoenix, Ariz.
Plattsburgh, N. Y.
Presque Isle, Maine
Pueblo, Colo.
Pulaski, Va.
Raleigh-Durham, N. C.
Ramey AFB, P. R., RBN
Rapid City, S. Dak.
Red Bluff, Calif.
Reno, Nev.
Richmond, Va.
Rock Springs, Wyo.
Rome, Oreg.
Roswell, N. Mex.

Sacramento, Calif.
St. Louis, Mo.
St. Petersburg, Fla.
Salina, Kans.
Salt Lake City, Utah
San Angelo, Tex.
San Antonio, Tex.
San Diego, Calif.
San Juan, P. R. RBN
San Simon, Ariz.
Sault Ste. Marie, Mich.
Savannah, Ga.
Scottsbluff, Nebr.
Seattle, Wash.
Shreveport, La.
Sidney, Nebr.
Sioux Falls, S. Dak.
Spartanburg, S. C.
Spokane, Wash.
Springfield, Mo.
Stockton, Calif.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
Thornhurst, Pa.
Tuba City, Ariz.
Tucson, Ariz.
Tulsa, Okla.
Tuna DME INT: Kennedy, N. Y., VORTAC 143° radial, 128 nautical miles from Kennedy VORTAC.
10/12/67 32 F. R. 11155 (Added)

Vero Beach, Fla.
Waco, Tex.
Walnut Ridge, Ark.
Westminster, Md.
Whitehall, Mont.
Wichita, Kans.
Wilmington, N. C.
Wilson, Nev.
Wink, Tex.
Wolbach, Nebr.
Yuma, Ariz.

§ 71.209 Other domestic reporting points.

The reporting points listed below are designated at all altitudes.

Alaska INT: INT Ponce, P. R., 181°, St. Croix, P. R., 243° radials.

Albacore INT: INT 188° bearing Galveston, Tex., RBN, 102° bearing Corpus Christi, Tex., RBN, at latitude 27°22' N., longitude 95°14' W.

Azalea INT: INT Charleston, S. C., 109°, Wilmington, N. C., 189° radials.

Azalea INT: INT 188° bearing Wilmington (Carolina Beach), N. C., RBN, 110° bearing Charleston, S. C., RBN.

Balboa INT: INT 219° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Barracuda INT: INT 055° bearing Melbourne, Fla., RBN, 008° bearing Bimini, Bahamas, RBN.

Bass INT: INT 133° bearing Weeksville, N. C., (Navy) RBN, W boundary New York Oceanic Control Area, at latitude 34°26' N., longitude 73°51' W.

Bimini, Bahamas, RBN

Bonita INT: INT 208° bearing New Orleans, La., RBN and 109° bearing Galveston, Texas, RBN, at latitude 28°15" N., longitude 91°27" W.

Brim INT: INT 227° Grand Isle, La., RBN, 107° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 91°13' W.

Carp INT: INT direct line between Carolina Beach (Wilmington), N. C., RBN, Nassau, British West Indies, RBN, 090° bearing Jacksonville, Fla., RBN.

Catfish INT: INT 220° Grand Isle, La., RBN, 106° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 90°58' W.

Cod INT: INT of Nantucket, Mass., CONSOLAN 089° True bearing and the W boundary of New York Oceanic Control Area at latitude 41°16'50" N., longitude 68°00'00" W.

Crab INT: INT Sarasota, Fla., 286°, Tallahassee, Fla., 187° radials.
AMENDMENTS 3/30/67 32 F. R. 2442 (Changed); 10/12/67 32 F. R. 13118 (Changed)

Crab INT: INT 188° bearing Tallahassee, Fla., RBN, 284° bearing Egmont Key, Fla., RBN.

Dolphin INT: INT 177° bearing Grand Isle, La., RBN, 102° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 90°02' W.

Ear Shell INT: INT 140° bearing Galveston, Tex., RBN, 254° bearing Grand Isle, La., RBN, at latitude 28°15' N., longitude 93°56' W.

Fallfish INT: INT 153° bearing Grand Isle, La., RBN, 223° bearing Pensacola, Fla., RBN, at latitude 28°15' N., longitude 89°34' W.

Florida INT: INT 149° bearing San Juan, P. R., RBN, St. Croix, P. R., 220° radial.

Gateway INT: INT 090° bearing Jacksonville, Fla., RBN, 188° bearing Wilmington (Carolina Beach), N. C., RBN.

Gateway Cedar INT: INT Hoquiam, Wash., 232° radial, E boundary Oakland Oceanic Control Area at latitude 45°30'35" N., longitude 126°43'10" W.

Gateway Hemlock INT: INT Newport, Oreg., 237° radial, E boundary Oakland Oceanic Control Area at Lat. 43° 19'20" N., Long. 126°40'45" W.

Gulfstream INT: INT 216° bearing Bimini, Bahamas, RBN, 145° bearing Miami, Fla., RBN.

Haddock INT: INT rhumb line Nantucket, Mass., consolan station (monitor site) to Kindley AFB, Bermuda, RBN, W boundary New York Oceanic Control Area at Lat. 39°50'00". N., Long. 69°14'30" W.

Halibut INT: INT 008° bearing Bimini, Bahamas, RBN, 090° bearing Palm Beach, Fla., RBN.

Hawaii INT: INT Ramey AFB, P. R., 195°, Ponce, P. R., 235° radials.

Herring INT: INT Nantucket, Mass., 066° radial with longitude 67°47'30" W. (latitude 42°00'30" N., longitude 67°47'30" W.).

Idaho INT: INT Ramey AFB, P. R., 326° radials, Mona Island, P. R., RBN 012° bearing.

Ohio INT: INT Ramey AFB, P. R., 013°, San Juan, P. R., 333° radials.

Perch INT: INT Los Angeles, Calif., 251°, Ventura, Calif., 200° radials.

Ramey AFB, P. R.

San Juan, P. R.

Sea Lion INT: INT 205° bearing Key West, Fla., RBN with latitude 24°00'00" N.

Shad INT: INT of Millville, N. J., RBN 135° bearing and west boundary New York Oceanic Control area at latitude 37°43' N., longitude 73°00' W.

Smelt INT: INT 110° bearing Charleston, S. C., RBN, W boundary New York Oceanic control area at latitude 31°58' N., longitude 77°00' W.

Tadpole INT: INT 187° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Trout INT: INT 090° bearing Jacksonville, Fla., RBN, W boundary New York Oceanic Control area, at latitude 30°23' N, longitude 77°00" W.

Tuna INT: INT 137° bearing Newark, N. J., RBN, W boundary New York Oceanic Control Area, at latitude 38°55' N., longitude 72°07' W.

Utah INT: INT San Juan, P.R., 314°, Ramey, P.R., 354° radials, at latitude 19°35' N., longitude 67°15' W. is added.

Vermont INT: INT Ramey, P. R., 027°, San Juan, P. R., 351° radials.

Viperfish INT: INT 132° bearing Grand Isle, La., RBN, 214° bearing Pensacola, Fla., RBN, at latitude 28°14' N., longitude 88°51' W.

§ 71.211 Alaskan low altitude reporting points.

The reporting points listed below are designated up to but not including 18,000 feet MSL.

Adak, Alaska, RBN
Anchorage, Alaska
Anchorage, Alaska, RR
Aniak, Alaska, RBN
Annette Island, Alaska
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RBN.
Bettles, Alaska
Bettles, Alaska, RR
Big Delta, Alaska
Big Delta, Alaska, RR
Big Lake, Alaska 2/2/67 31 F. R. 15237 (Added)
Big Mountain, Alaska, RBN 12/7/67 32 F. R. 14590 (Added)
Biorka Island, Alaska
Clam Gulch INT: Homer, Alaska, 294° Kenai, Alaska, 216° radials. 7/20/67 32 F. R. 7253 (Added)
Coghlan Island, Alaska, RBN.
Cold Bay, Alaska, RR
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Dillingham, Alaska
Dixon INT: INT SW course Annette Island, Alaska, RR, NW course Sandspit, British Columbia, Canada, RR.
5/25/67 32 F. R. 4056 (Added)
Domestic Annette INT: INT SW course Annette Island, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 54°14' N., Long. 133°40' W.
Domestic Gustavus INT: INT SW course Gustavus, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 56°57' N., Long. 139°26' W.
Domestic Sitka INT: INT SW course Sitka, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 55°42' N., Long. 136°36' W.
Domestic Yakutat INT: INT SW course Yakutat, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 57°52' N., Long. 141°46' W.
East Cordova INT: INT E course Hinchinbrook, Alaska, RR, SE course Cordova, Alaska, RR.
Fairbanks, Alaska
Fairbanks, Alaska, RR
Farewell, Alaska, RR
Five Finger, Alaska, RBN
FLUKE INT: INT 237° bearing Bethel, Alaska, RBN, 327° bearing Cape Newenham, Alaska, RBN.
Fort Yukon, Alaska
Fort Yukon, Alaska, RBN
Galena, Alaska
Galena, Alaska RR
Galtan INT: INT E course Galena, Alaska, RR, SW course Tenana, Alaska, RR.
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Granite INT: INT 118° bearing Homer, Alaska, RR, NW boundary Anchorage Oceanic Control Area, at Lat. 58°43' N., Long. 148°14' W.
Gulkana, Alaska, RR
Gustavus, Alaska, RR
Haines, Alaska, RBN
Harriet INT: INT Homer, Alaska, 330°, Anchorage, Alaska, 237° radials.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
Iliamna, Alaska, RBN
Johnstone Point, Alaska 12/7/67 32 F. R. 13760 (Added)

Kenai, Alaska
Kenai, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska
Kodiak, Alaska, RR
Kotzebue, Alaska
Kotzebue, Alaska, RBN
Level Island, Alaska
Marble INT: INT Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W.
McGrath, Alaska
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR
Moses Point, Alaska
Moses Point, Alaska, RR
Muzon INT: Annette Island, Alaska 236°, and Sandspit, British Columbia, Canada, 331° radials.
5/25/67 32 F. R. 4056 (Added)
Nenabank INT: INT west course Fairbanks, Alaska, RR, northwest course Nenana, Alaska, RR.
5/10/67 32 F. R. 7392 (Changed)
Nenana, Alaska
Nenana, Alaska, RR.
Nome, Alaska
Nome, Alaska, RR
Northway, Alaska
Northway, Alaska, RR
Petersburg, Alaska, RR.
Port Alexander INT: INT SE course Sitka, Alaska, RR, SW course Petersburg, Alaska, RR.
Puntilla Lake, Alaska, RBN
Shemya, Alaska, RBN
Sisters Island, Alaska
Sisters Island, Alaska, RBN
Sitka, Alaska, RR
Skilak INT: INT Anchorage, Alaska, 198°, Homer, Alaska, 027° radials.
Skwentna, Alaska, RR
Sparrevohn, Alaska, RBN. 1/5/67 31 F. R. 14631 (Added)
Summit, Alaska, RR
Talkeetna, Alaska, RBN
Tanana, Alaska
Tanana, Alaska RR
Unalakleet, Alaska
Unalakleet, Alaska, RR
Yakobi INT: INT NW course Sitka, Alaska, RR SW course Gustavus, Alaska, RR.
Yakutat, Alaska
Yakutat, Alaska, RR

§ 71.213 Alaskan high altitude reporting points.

The reporting points listed below are designated at 18,000 feet MSL to Flight Level 450.

Adak, Alaska, RBN
Anchorage Alaska.
Annette Island, Alaska
Bethel, Alaska.
Big Lake, Alaska
Biorka Island, Alaska.
Cold Bay, Alaska, RR.
Crab INT: INT 227° bearing King Salmon, RR, 314° bearing Port Heiden, Alaska RBN.
Dillingham, Alaska.
Domestic Sitka INT: INT Biorka Island, Alaska, 207° radial and centerline Middleton, Island-Sandspit route at latitude 55°42'N., longitude 136°36' W.
Domestic Yakutat INT: INT Yakutat, Alaska, 215° radial and centerline Middleton Island-Sandspit route at latitude 57°52' N., longitude 141°46' W.
Fairbanks, Alaska
Fluke INT: INT 237° bearing Bethel, Alaska, RBN, 327° bearing Cape Newenham, Alaska, RBN.
Fort Yukon, Alaska.
Galena, Alaska.
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Johnstone Point, Alaska 12/7/67 32 F. R. 13760 (Added)
King Salmon, Alaska.
Kodiak, Alaska
Kotzebue, Alaska
Marble INT: INT of Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W.
McGrath, Alaska.
Middleton Island, Alaska.
Nome, Alaska.
Northway, Alaska
Shemya, Alaska, RBN.
Sisters Island, Alaska
Unalakleet, Alaska 12/7/67 32 F. R. 13507 (Added)
Yakutat, Alaska.
Yakutat, Alaska, RR.

§ 71.215 Hawaiian reporting points.

The reporting points listed below are designated at all altitudes.

Breakers INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 130° radials.
Dogwood INT: INT South Kauai, Hawaii, 271° radial, with Long. 161°20'00" W, at latitude 21°56'00" N.
Hilo, Hawaii
Honolulu, Hawaii
Lanai, Hawaii
Lihue, Hawaii
Maui, Hawaii
Molokai, Hawaii
Palmtree INT: INT Molokai, Hawaii, 268°, Lanai, Hawaii, 304° radials.
Paradise INT: INT Hilo, Hawaii, 334°, Upolu Point, Hawaii 093° radials.
Shark INT: INT of Koko Head, Hawaii, 050° Upolu Point, Hawaii, 355° radials, at latitude 22°31' N., longitude 156°05' W.
Skipjack INT: INT Hilo, Hawaii, 051°, Upolu Point, Hawaii, 081° radials, at latitude 20°28' N., longitude 154°03' W.
Southgate INT: INT Honolulu, Hawaii, 179°, Molokai, Hawaii, 268° radials.
South Honolulu INT: INT Honolulu, Hawaii, 179°, Lanai, Hawaii, 223° radials, at latitude 19°43' N., longitude 158° 00' W.
South Kauai, Hawaii
South Port Allen INT: INT Koko Head, Hawaii 254°, Lihue, Hawaii, 186° radials, at latitude 20°46' N., longitude 159°29' W.
Sunrise INT: INT Koko Head, Hawaii, 065°, Upolu Point, Hawaii, 002° radials, at latitude 22°06' N., longitude 155°46' W.
Swordfish INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 195° radials, at latitude 21°18' N., longitude 159°32' W.
Tuna INT: INT Molokai, Hawaii, 067°, Upolu Point, Hawaii, 010° radials, at latitude 21°47' N., longitude 155°32' W.
Upolu, Hawaii
Vanda INT: INT South Kauai, Hawaii, 288° radial, with Long. 161°15'00" W, at latitude 22°24'00" N.

PART 73

SPECIAL USE AIRSPACE

SUBPART A -- GENERAL

Sec.
73.1 Applicability.
73.3 Special use airspace.
73.5 Bearings; radials; miles.

SUBPART B -- RESTRICTED AREAS

73.11 Applicability.
73.13 Restrictions.
73.15 Using agency.
73.17 Controlling agency.
73.19 Reports by using agency.
73.21 Alabama.
73.22 Alaska.
73.23 Arizona.
73.24 Arkansas.
73.25 California.
73.26 Colorado.
73.27 Connecticut.
73.28 Delaware.
73.29 Florida.
73.30 Georgia.
73.31 Hawaii.
73.32 Idaho.
73.33 Illinois.
73.34 Indiana.
73.35 Iowa.
73.36 Kansas.
73.37 Kentucky.
73.38 Louisiana.
73.39 Maine.
73.40 Maryland.
73.41 Massachusetts.
73.42 Michigan.
73.43 Minnesota.
73.44 Mississippi.
73.45 Missouri.
73.46 Montana.
73.47 Nebraska.
73.48 Nevada.
73.49 New Hampshire.
73.50 New Jersey.
73.51 New Mexico.
73.52 New York.
73.53 North Carolina.
73.54 North Dakota.
73.55 Ohio.
73.56 Oklahoma.
73.57 Oregon.
73.58 Pennsylvania.
73.59 Rhode Island.
73.60 South Carolina.
73.61 South Dakota.
73.62 Tennessee.
73.63 Texas
73.64 Utah
73.65 Vermont.
73.66 Virginia.
73.67 Washington.
73.68 West Virginia.
73.69 Wisconsin.
73.70 Wyoming.
73.71 Puerto Rico.
73.72 Guam.

Subpart A -- General

§ 73.1 Applicability.

The airspace that is described in Subpart B and Subpart C of this part is designated as special use airspace. These parts prescribe the requirements for the use of that airspace.

§ 73.3 Special use airspace.

(a) Special use airspace consists of airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both.

(b) The vertical limits of special use airspace are measured by designated altitude floors and ceilings expressed as flight levels or as feet above mean sea level.

(c) The horizontal limits of special use airspace are measured by boundaries described by geographic coordinates or other appropriate references that clearly define their perimeter.

(d) The period of time during which a designation of special use airspace is in effect is stated in the designation.

§ 73.5 Bearings; radials; miles.

(a) All bearings and radials in this part are true from point of origin.

(b) Unless otherwise specified, all mileages in this part are stated as statute miles.

Subpart B -- Restricted Areas

§ 73.11 Applicability.

This subpart designates restricted areas and prescribes limitations on the operation of aircraft within them.

§ 73.13 Restrictions.

No person may operate an aircraft within a restricted area between the designated altitudes and during the time of designation, unless he has the advance permission of

(a) The using agency described in § 73.15; or

(b) The controlling agency described in § 73.17.

§ 73.15 Using agency.

(a) For the purposes of this subpart, the following are using agencies:

(1) The agency, organization, or military command whose activity within a restricted area necessitated the area being so designated.

(2) In the case of a Restricted Area/Military Climb Corridor that does not have a designated controlling agency, the Military Air Traffic Control facility that may be contacted for permission for transit through the climb corridor.

(b) Upon the request of the FAA, the using agency shall execute a letter establishing procedures for joint use of a restricted area by the using agency and the controlling agency, under which the using agency would notify the controlling agency whenever the controlling agency may grant permission for transit through the restricted area in accordance with the terms of the letter.

(c) The using agency shall --

(1) Schedure activities within the restricted area;

(2) Authorize transit through, or flight within, the restricted area as feasible; and

(3) Contain within the restricted area all activities conducted therein in accordance with the purpose for which it was designated.

§ 73.17 Controlling agency.

For the purposes of this part, the controlling agency is the FAA facility that may authorize transit through or flight within a restricted area in accordance with a joint-use letter issued under § 73.15.

§ 73.19 Reports by using agency.

(a) Each suing agency shall report once a year, in duplicate, to the Director, Air Traffic Service, Federal Aviation Agency, Washington 25, D. C., on each restricted area for which it is the using agency. The report must reach the Director not later than January 31 and shall cover the 12-month period ending with the preceding September 30.

(b) In its report under this section the using agency shall --

(1) State the name and number of the restricted area as published in this part;

(2) State the period covered by the report;

(3) List in detail the activities carried on in the area by all organizations using it for the restricted area purposes;

(4) State the time that daily operations are normally scheduled to begin and end;

(5) State the average number of hours the area is actually used each day, and in addition, for a restricted area used for aircraft operations the total number of aircraft hours of actual use during the reporting period;

(6) State the number of days each week, weeks each month, and months each year (as appropriate) that the area is used for actual operations;

(7) State whether or not radar is used during operations;

(8) State the number and type of aircraft, if any, normally involved in the activities for which the area was restricted;

(9) List the altitudes used in daily operations of aircraft, including for each activity the altitudes used and the number of hours at each of those altitudes;

(10) Include a chart of the area (of optional scale and design) showing --

(i) The approximate location, and the representative pattern (if any), for firing runs (if any), for bombing runs (if any), the place where runs begin, where firing (if any), begins and ends, and the release point pullup point; and

(ii) The location of impact areas, if any;

(11) State the maximum ordinate of surface firing (expressed in feet, mean sea level altitude) used for required operations;

(12) State the daily number of hours or nimutes, or both, that the maximum ordinate altitudes are normally used in surface to surface firing operations;

(13) List the altitudes normally used for daily surface to surface firing operations;

(14) Include a chart of the area (of optional scale and design) showing --

(i) The location of firing points and impact areas, if any; and

(ii) The perimeter of the firing fan for each weapon used, if any; and

(15) Include a brief statement of any other pertinent facts concerning the current use of the restricted area and requirements for future use of the area or part of it.

(c) This section does not apply to restricted areas established for climb corridors.

Subpart C -- Prohibited Areas

§ 73.81 Applicability.

This subpart designates prohibited areas and prescribes limitations on the operation of aircraft therein.

§ 73.83 Restrictions.

No person may operate an aircraft within a prohibited area unless authorization has been granted by the using agency.

§ 73.85 Using agency.

For the purpose of this subpart, the using agency is the agency, organization or military command that established the requirements for the prohibited area.

Note: Sections 73.87 through 73.99 are reserved for descriptions of designated prohibited areas.

STATES AND POSSESSIONS

§ 73.21 Alabama

R-2101 Anniston Army Depot, Ala.

Boundaries. Beginning at latitude 33°41'20" N., longitude 86°00'30" W.; to latitude 33°41'20" N., longitude 85°59'00" W.; to latitude 33°40'30" N., longitude 85°59'00" W.; to latitude 33°39'40" N., longitude 85°59'50" W.; to latitude 33°39'40" N., longitude 86°00'30" W.; to the point of beginning.

Designated altitude. Surface to 5,000 feet MSL.

Time of designation. From 0700 to 1800 c.s.t., Monday through Saturday.

Using agency. Commanding Officer, Anniston Army Depot.

R-2102 Fort McClellan, Ala.

Boundaries: Beginning at latitude 33°45'00" N., longitude 85°53'55" W.; to latitude 33°44'07" N., longitude 85°53'36" W.; to latitude 33°44'07" N., longitude 85°52'55" W.; to latitude 33°41'04" N., longitude 85°52'55" W.; to latitude 33°40'15" N., longitude 85°54'00" W.; to latitude 33°41'20" N., longitude 85°55'30" W.; to latitude 33°41'20" N., longitude 86°01'07" W.; to latitude 33°43'55" N., longitude 86°01'07" W.; to latitude 33°44'11" N., longitude 86°00'54" W.; to latitude 33°45'00" N., longitude 86°00'45" W.; to latitude 33°45'20" N., longitude 86°00'31" W.; to latitude 33°45'27" N., longitude 86°00'16" W.; to latitude 33°45'27" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°55'17" W.; to latitude 33°45'00" N., longitude 85°55'17" W.; to point of beginning.

Designated altitudes: Subarea A, surface to and including 5,000 feet MSL. Subarea B, from 5,000 feet MSL to and including 14,000 feet MSL. Subarea C, from 14,000 feet MSL to 24,000 feet MSL.

Time of use: Continuous.

Controlling agency: Federal Aviation Administration, Atlanta ARTC Center.

Using agency: Commanding Officer, Fort McClellan, Ala.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2103 Fort Rucker, Ala.

Boundaries. A circular area with a radius of 4 miles centered at latitude 31°26'55" N., longitude 85°47'45" W.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, U. S. Army Aviation Center, Fort Rucker, Ala.

R-2104A Huntsville, Ala.

Boundaries. Beginning at latitude 34°39'30" N., longitude 86°37'40" W.; to latitude 34°33'58" N., longitude 86°37'50" W.; thence west along the Tennessee River to latitude 34°35'02" N., longitude 86°43'25" W.; to latitude 34°37'19" N., longitude 86°43'20" W.; to latitude 34°37'19" N., longitude 86°43'05" W.; to latitude 34°41'25" N., longitude 86°42'57" W.; to latitude 34°42'00" N., longitude 86°41'35" W.; to latitude 34°39'30" N., longitude 86°41'10" W.; to the point of beginning.

Designated altitudes. Surface to 30,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2104B Huntsville, Ala.

Boundaries. Beginning at latitude 34°39'30" N., longitude 86°37'40" W.; to latitude 34°39'25" N., longitude 86°36'10" W.; to latitude 34°37'55" N., longitude 86°36'10" W.; to latitude 34°37'55" N., longitude 86°35'21" W.; to latitude 34°35'05" N., longitude 86°35'24" W.; thence west along the Tennessee River to latitude 34°33'58" N., longitude 86°37'50" W.; to the point of beginning.

Designated altitudes. Surface to 2,400 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.22 **Alaska**

R-2202A **Big Delta, Alaska**

Boundaries. Beginning at latitude 64°14'45" N., longitude 146°43'15" W.; to latitude 63°56'17" N., longitude 145°49'30" W.; to latitude 63°54'20" N., longitude 145°50'20" W.; to latitude 63°50'30" N., longitude 145°50'00" W.; to latitude 63°43'00" N., longitude 145°54'01" W.; to latitude 63°42'15" N., longitude 146°13'26" W.; to latitude 63°44'00" N., longitude 146°30'00" W.; to latitude 63°50'50" N., longitude 146°47'30" W.; thence along the E bank of the East Fork and Little Delta Rivers to the point of beginning, excluding that airspace within R-2202B.

Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Fairbanks ARTC Center.
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

AMENDMENTS 3/30/67 32 F. R. 3438 (Changed); 4/1/67 32 F. R. 5769 (Changed)

R-2202B **Big Delta, Alaska**

Boundaries. Beginning at latitude 64°07'30" N., longitude 146°27'30" W.; to latitude 64°02'30" N., longitude 146°11'30" W.; to latitude 63°53'00" N., longitude 146°24'30" W.; to latitude 63°57'00" N., longitude 146°41'00" W.; to point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska

AMENDMENTS 3/30/67 32 F. R. 3438 (Rewritten)

R-2203A **Eagle River, Alaska**

Boundaries. Beginning at latitude 61°22'00" N., longitude 149°33'48" W.; thence southwesterly along the Alaska Railroad to latitude 61°17'20" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°36'15" W.; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Controlling agency: FAA, Anchorage Approach Control.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 7/1/67 32 F. R. 7015 (Changed)

R-2203B **Eagle River, Alaska**

Boundaries. Beginning at latitude 61°29'00" N., longitude 149°33'48" W.; to latitude 61°22'00" N., longitude 149°33'48" W.: thence southwesterly along the Alaska Railroad to latitude 61°17'20" N., longitude 149°40'00" W.: to latitude 61°17'15" N.. longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°42'25" W.; to latitude 61°18'00" N.. longitude 149°44'00" W.; to latitude 61°27'15" N., longitude 149°44'00" W.; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Controlling agency: FAA, Anchorage Approach Control.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 7/1/67 32 F. R. 7015 (Changed)

R-2204 **Shemya, Alaska.**

Boundaries. Beginning at Lat. 52°44'48" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174° 07'06" E; to Lat. 52°43'42" N, Long. 174°05'16" E; to Lat. 52°44'48" N, Long. 174°05'16" E; to the point of beginning.

Designated altitudes. Surface to 2,500 feet MSL.
Time of designation. Continuous.
Using agency. Commander, 5073rd Air Base Squadron, Shemya AFB, Alaska.

R-2205 **Yukon, Alaska.**

Boundaries. Beginning at Lat. 64°45'30" N, Long. 146°47'20" W; Counterclockwise along the arc of a 25-mile radius circle centered at Lat. 64°50'13" N, Long. 147°36'46" W; to Lat. 64°46'12" N, Long. 146°46'40" W; to Lat. 64°46'10" N, Long. 146°11'15" W; to Lat. 64°35'18" N, Long. 146°11'15" W; to Lat. 64°33'24" N, Long. 146°18'30" W; to Lat. 64°33'25" N, Long. 146°25'00" W; to the point of beginning.

Designated altitudes. Surface to 21,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Fairbanks ARTC Center.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2206 Clear, Alaska

Boundaries: Beginning at latitude 64°19'46" N., longitude 149°10'08" W.; to latitude 64°19'46" N., longitude 149°15'33" W.; to latitude 64°16'19" N., longitude 149°15'33" W.; to latitude 64°16'19" N., longitude 149°10'05" W ; thence north, 100 feet west of and parallel to the Alaskan railroad to the point of beginning.

Designated altitudes: Surface to 5,000 feet MSL.

Time of designation: Continuous.

Using agency: Commander 13th Missile Warning Squadron, Clear, Alaska.

AMENDMENTS 5/25/67 32 F. R. 6391 (Rewritten)

§ 73.23 Arizona

R-2301 Ajo, Arizona.

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°11'30" N, Long. 112° 56'45" W; to Lat. 32°11'30" N, Long. 113°05'30" W; to Lat. 31°58'00" N, Long. 113°05'30" W; along the United States-Mexican border to Lat. 32°23'45" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°28'30" W; to Lat. 32°39'40" N, Long. 114°28'30" W; to Lat. 32°40'45" N, Long. 114°18'29" W; along the Southern Pacific Railroad and U. S. Highway No. 80 to Lat. 32°44'15" N, Long. 113°41'05" W; to Lat. 32°45'50" N, Long. 113°34'30" W; to the point of beginning; excluding that airspace below 3,000 feet MSL, N of a line beginning at latitude 32°40'45" N., longitude 114°18'29" W.; to latitude 32°37'40" N., longitude 114°12'40" W.; to latitude 32°37'40" N., longitude 114°09'00" W.; to latitude 32°42'30" N., longitude 113°45'00" W.; to latitude 32°44'15" N., longitude 113°41'05" W.

Designated altitudes. Surface to flight level 800.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque Center.

Using agency. Commander, Luke AFB, Arizona.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2302 Flagstaff, Arizona.

Boundaries. A circular area with a 6,600-foot radius centered at latitude 35°10'20" N., longitude 111°51'19" W.

Designated altitudes. Surface to 11,000 feet MSL.

Time of designation. 0800 to 2400 MST, Monday through Saturday.

Using agency. Commanding Officer, Navajo Ordance Depot, Flagstaff, Arizona.

R-2303A Fort Huachuca. Arizona

Boundaries. Beginning at latitude 31°29'00" N., longitude 110°00'30" W.; to latitude 31°29'00" N., longitude 110°15'00" W.: to latitude 31°34'00" N., longitude 110°15'00" W.; to latitude 31°34'00" N., longitude 110°22'00" W.; to latitude 31°33'00" N., longitude 110°23'00" W.; to latitude 31°29'00" N., longitude 110°23'00" W.; to latitude 31°29'00" N., longitude 110°41'20" W.; to latitude 31°34'00" N., longitude 110°43'30" W.; to latitude 31°38'30" N., longitude 110°42'00" W.; to latitude 31°38'30" N., longitude 110°39°30" W.; to latitude 31°41'00" N.. longitude 110°33'30" W.; to latitude 31°41'00" N., longitude 110°11'40" W.; to latitude 31°36'20" N., longitude 110°03'00" W.: to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration. Albuquerque Center.

Using agency. Commanding General, U. S. Army Electronic Proving Ground, Fort Huachuca, Arizona.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2303B Fort Huachuca. Arizona

Boundaries. Beginning at latitude 31°29'00" N., longitude 110°41'20" W.; to latitude 31°29'00" N., longitude 110°23'00" W.; to latitude 31°33'00" N., longitude 110°23'00" W.; to latitude 31°34'00" N., longitude 110°22'00" W.; to latitude 31°34'00" N., longitude 110°15'00" W.; to latitude 31°29'00" N., longitude 110°15'00" W.; to latitude 31°29'00" N., longitude 110°18'00" W.; to latitude 31°23'45" N., longitude 110°18'00" W.; to latitude 31°23'45" N.. longitude 110°39'00" W.; to the point of beginning.

Designated altitudes. 15,000 feet MSL to 35,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque Center.

Using agency. Commanding General, U. S. Army Electronic Proving Ground, Fort Huachuca, Arizona.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2304 Gila Bend, Arizona.

Boundaries. Beginning at latitude 32°38'30" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°43'30" W.; to latitude 32°49'00" N., longitude 112°39'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 240.
Time of designation. Sunrise to sunset, Monday through Friday.
Controlling agency. Federal Aviation Administration, Albuquerque Center.
Using agency. Commander, Luke AFB, Arizona.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2305 Gila Bend, Arizona

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°50'52" N, Long. 112° 42'53" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to Lat. 32°29'00" N, Long. 112°43'00" W; to Lat. 32°29'00" N, Long. 112°53'30" W; to the point of beginning.
Designated altitudes. Surface to flight level 240.
Time of designation. Sunrise to sunset.
Controlling agency: Federal Aviation Administration, Albuquerque Center.
Using agency. Commander, Luke AFB, Ariz.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2306A Yuma West, Ariz.

Boundaries: Beginning at latitude 33°15'00" N., longitude 114°15'00" W.; thence south along State Highway 95 to Latitude 33°00'00" N., longitude 114°17'20" W.; to latitude 33°00'00" N., longitude 114°30'00" W.; to latitude 33°02'48" N., longitude 114°30'00" W.; to latitude 33°02'48" N., longitude 114°34'00" W.; to latitude 33°15'00" N., longitude 114°34'37" W.; to the point of beginning.
Altitudes: Surface to FL 240.
Time of use: Continuous.
Using agency: Commanding Officer, Yuma Proving Ground.
Controlling agency: Los Angeles ARTC Center.

R-2306B Yuma West, Ariz.

Boundaries: Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; thence south along State Highway 95 to latitude 33°15'00" N., longitude 114°15'00" W.; to latitude 33°15'00" N., longitude 114°30'00" W.; to latitude 33°26'00" N., longitude 114°30'00" W.; to latitude 33°28'00" N., longitude 114°28'00" W.; to the point of beginning.
Altitudes: Surface to FL 240.
Time of designation. Continuous.
Using agency: Commanding Officer, Yuma Proving Ground.
Controlling agency: Los Angeles ARTC Center.

R-2307 Yuma, Ariz.

Boundaries. Beginning at latitude 32°52'00" N., longitude 114°00'00" W.; to latitude 32°52'50" N., longitude 113°50'10" W.; to latitude 32°58'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°30'00" W.; thence along the west bank of the Colorado River to latitude 32°51'45" N., longitude 114°27'50" W.; to latitude 32°52'30" N., longitude 114°21'00" W.; to latitude 32°51'15" N., longitude 114°21'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. **Commanding Officer, Yuma Proving Ground, Yuma, Ariz.**

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2308A Yuma East, Ariz.

Boundaries. Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; to latitude 33°24'00" N., longitude 113°39'00" W.; to latitude 33°17'30" N., longitude 113°22'00" W.; to latitude 33°15'00" N., longitude 113°19'30" W.; to latitude 33°13'00" N., longitude 113°18'00" W.; to latitude 33°06'00" N., longitude 113°19'30" W.; to latitude 33°03'45" N., longitude 113°24'00" W.; to latitude 33°02'00" N., longitude 113°27'00" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°17'20" W.; thence north along State Highway 95 to point of beginning.
Altitude. 1500 feet AGL to flight level 200.
Time of use. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Arizona.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2308B Yuma East, Ariz.

Boundaries. Beginning at latitude 33°02'00" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°39'04" W.; to latitude 33°02'00" N., longitude 113°39'04" W.; to point of beginning.
Altitude. Surface to FL 200.
Time of use. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Arizona.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.24 Arkansas

R-2401 Fort Chaffee, Ark.

Boundaries. Beginning at latitude 35° 18' 32" N., longitude 94° 12' 02" W.; to latitude 35° 18' 06" N., longitude 94° 16' 04" W.; to latitude 35° 17' 15" N., longitude 94° 17' 30" W.; to latitude 35° 15' 59" N., longitude 94° 18' 33" W.; to latitude 35° 13' 36" N., longitude 94° 15' 10" W.; to latitude 35° 13' 36" N., longitude 94° 11' 56" W.; to point of beginning.
Designated altitudes. Surface to 13,000 feet MSL.
Time of designation: Continuous June 1 through August 31; and 0600 Saturday to 2400 c.s.t., Sunday, September 1 through May 31; other times following issuance of a NOTAM by the using agency at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2402 Fort Chaffee, Ark.

Boundaries. Beginning at latitude 35° 17' 25" N., longitude 94° 12' 02" W.; to latitude 35° 13' 36" N., longitude 94° 11' 56" W.; to latitude 35° 13' 36" N., longitude 94° 10' 32" W.; to latitude 35° 11' 05" N., longitude 94° 10' 32" W.; to latitude 35° 11' 05" N., longitude 94° 01' 29" W.; to latitude 35° 16' 56" N., longitude 94° 01' 33" W.; to latitude 35° 17' 36" N., longitude 94° 06' 00" W.; to latitude 35° 17' 09" N., longitude 94° 09' 55" W.; to point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation: Continuous June 1 through August 31; and 0600 Saturday to 2400 c.s.t., Sunday, September 1 through May 31; other times following issuance of a NOTAM by the using agency at least twenty-four (24) hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2403 Little Rock, Ark.

Boundaries. Beginning at Lat. 34°57'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92° 15'00" W; to Lat. 34°52'00" N, Long. 92°19'30" W; to Lat. 34°57'00" N, Long. 92°19'30" W; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of Designation. 0700 Saturday through 1700 Sunday, c.s.t.
Controlling agency. Federal Aviation Administration, Little Rock Approach Control.
Using agency. Adjutant General, State of Arkansas, Little Rock, Arkansas.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.25 California

R-2501 Bullion Mountains, Calif.

Boundaries. Beginning at Lat. 34°41'00" N, Long. 116°03'00" W; to Lat. 34°35'30" N, Long. 115° 58'00" W; to Lat. 34°33'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 116°17'00" W; to Lat. 34°30'00" N, Long. 116°26'30" W; to Lat. 34°40'30" N, Long. 116°29'40" W; to Lat. 34°43'00" N, Long. 116°26'20" W; to Lat. 34°43'00" N, Long. 116°17'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2502 **Fort Irwin, Calif.**

Boundaries. Beginning at Lat. 35°37'45" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°23'30" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to Lat. 35°37'45" N, Long. 116°55'20" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding General, Fort Irwin, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2503 Camp **Pendleton, Calif.**

Boundaries. Beginning at latitude 33°24'23" N., longitude 117°15'15" W.; to latitude 33°18'00" N., longitude 117°16'08" W.; to latitude 33°17'30" N., longitude 117°16'40" W.; to latitude 33°18'20" N., longitude 117°21'48" W.; to latitude 33°27'48" N., longitude 117°33'15" W.; to latitude 33°30'13" N., longitude 117°29'13" W.; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, El Toro Approach Control.
Using agency. Commanding General, Camp Pendleton, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2504 Camp **Roberts, Calif.**

Boundaries. Beginning at latitude 35° 42' 18" N., longitude 120° 47' 55" W.; to latitude 35° 42' 18" N., longitude 120° 47' 20" W.; to latitude 35° 42' 58" N., longitude 120° 45' 33" W.; to latitude 35° 46' 38" N., longitude 120° 44' 38" W.; to latitude 35° 47' 18" N., longitude 120° 44' 45" W.; to latitude 35° 47' 54" N., longitude 120° 45' 49" W.; to latitude 35° 49' 10" N., longitude 120° 45' 40" W.; to latitude 35° 51' 00" N., longitude 120° 46' 25" W.; to latitude 35° 51' 11" N., longitude 120° 47' 55" W.; to latitude 35° 48' 50" N., longitude 120° 49' 58" W.; to latitude 35° 46' 00" N., longitude 120° 49' 55" W.; to latitude 35° 44' 03" N., longitude 120° 48' 08" W.; to latitude 35° 43' 08" N., longitude 120° 49' 00" W.; to latitude 35° 42' 44" N., longitude 120° 48' 48" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0600 to 2400 P.s.t., Monday through Friday.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commanding General, Fort Ord, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2505 China **Lake, Calif.**

Boundaries. Beginning at Lat. 36°14'00" N, Long. 117°53'00" W; to Lat. 36°14'00" N, Long. 117°25'00" W; to Lat. 35°40'30" N, Long. 117°25'00" W; to Lat. 35°37'30" N, Long. 117°35'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to Lat. 35°54'00" N, Long. 117°53'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2506 **China Lake South, Calif.**

Boundaries. Beginning at latitude 35°37'30" N., longitude 117°41'20" W.; to latitude 35°28'00" N., longitude 117°40'50" W.; to latitude 35°28'00" N., longitude 117°47'00" W.; to latitude 35°37'30" N., longitude 117°47'30" W.; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2507 Chocolate Mountains, California

Boundaries. Beginning at latitude 33°32'40" N., longitude 115°33'50" W.; to latitude 33°31'30" N., longitude 115°32'00" W.; to latitude 33°31'15" N., longitude 115°26'45" W.; to latitude 33°29'00" N., longitude 115°20'00" W.; to latitude 33°25'50" N., longitude 115°14'30" W.; to latitude 33°24'15" N., longitude 115° 17'00" W.; to latitude 33°21'40" N., longitude 115°12'00" W.; to latitude 33°22'50" N., longitude 115°09' 58" W.; to latitude 33°08'45" N., longitude 114°56'40" W.; to latitude 33°01'00" N., longitude 115°06'00" W.; to latitude 33°21'30" N., longitude 115°32'55" W.; to latitude 33°23'40" N., longitude 115°33'20" W., to latitude 33°28'30" N., longitude 115°42'10" W.; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2508 Complex, Calif.

Boundaries. Beginning at Lat. 37°12'00" N, Long. 117°20'00" W; to Lat. 35°34'00" N, Long. 116° 23'00" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 34°51'30" N, Long. 118°05'45" W; to Lat. 34°56'00" N, Long. 118°21'00" W; Lat. 35°15'00" N, Long. 118°35'00" W; to Lat. 37°12'00" N, Long. 118°35'00" W; to the point of beginning.

Designated altitudes. 20,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2509 Cuddeback Dry Lake, Calif.

Boundaries. Beginning at Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°25'00" N, Long. 117° 16'52" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, George AFB, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2510 El Centro, Calif.

Boundaries. Beginning at latitude 32°59'35" N., longitude 115°43'30" W.; to latitude 32°55'35" N., longitude 115°40'15" W.; to latitude 32°53'45" N., longitude 115°40'15" W.; thence counterclockwise along the arc of a 5-mile radius circle centered at latitude 32°49'20" N., longitude 115°40'15" W.; to latitude 32°50'05" N., longitude 115°45'20" W.; to latitude 32°50'05" N., longitude 115°55'00" W.; to latitude 32°55'50"N., longitude 115°55'00" W.; to latitude 33°01'20" N., longitude 116°02'15" W.; to latitude 33°06'35" N., longitude 115°56'50" W.; to latitude 33°06'35" N., longitude 115°51'12" W.; to point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous, surface to 20,000 feet MSL; Sunrise to sunset, Monday through Friday, 20,000 feet MSL to flight level 500.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2511 Fort Ord, California

Boundaries. Beginning at latitude 36° 37' 42" N., longitude 121° 48' 47" W.; to latitude 36° 38' 25" N., longitude 121° 46' 29" W.; thence counterclockwise around the arc of a 3-mile radius circle centered at latitude 36° 40' 55" N., longitude 121° 45' 41" W.; to latitude 36° 38' 43" N., longitude 121° 44' 00" W.; to latitude 36° 38' 08" N., longitude 121° 43' 20" W.; to latitude 36° 35' 45" N., longitude 121° 42' 42" W.; to latitude 36° 34' 45" N., longitude 121° 47' 24" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 36° 35' 30" N., longitude 121° 50' 30" W.; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Monterey Approach Control

Using agency. Commanding General, Fort Ord, California.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2512 Holtville, Calif.

Boundaries. Beginning at Lat. 33°05'00" N, Long. 115°17'30" W; to Lat. 33°00'00" N, Long. 115°13'30" W; to Lat. 32°51'00" N, Long. 115°05'30" W; to Lat. 32°51'00" N, Long. 115°17'00" W; to Lat. 32°58'00" N, Long. 115°17'30" W; to Lat. 33°05'00" N, Long. 115°20'00" W; to the point of beginning.
Designated altitudes. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, U.S. Marine Corps Air Station, Yuma, Ariz.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2513 Hunter-Liggett, Calif.

From latitude 36°03'43" N., longitude 121°22'38" W., to latitude 36°02'45" N., longitude 121°17'45" W., to latitude 35°59'18" N., longitude 121°13'30" W., to latitude 35°56'45" N., longitude 121°09'45" W., to latitude 35°55'20" N., longitude 121°05'45" W., to latitude 35°48'17" N., longitude 121°10'53" W., to latitude 35°51'02" N., longitude 121°16'15" W., to latitude 35°51'02" N., longitude 121°17'20" W., to latitude 35°58'10" N., longitude 121°23'40" W., to latitude 35°58'10" N., longitude 121°21'40" W., to latitude 36°02'12" N., longitude 121°24'40" W., to the point of beginning.
Designated altitudes. Surface to FL 240.
Time of designation. Continuous.
Controlling agency. FAA, Oakland ARTC Center.
Using agency. Commanding General, Fort Ord, Calif.

AMENDMENTS 3/31/67 32 F. R. 5412 (Changed)

R-2514 Merced, Calif. (Castle AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 37°25'15" N., longitude 120°36'29" W., the area centered on a bearing therefrom of 320°, extending to a point 25 nmi NW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to 23,000 feet MSL from the point of beginning to 3 nmi NW.
2,000 feet MSL to 23,000 feet from 3 to 6 nmi NW of the point of beginning.
5,000 feet MSL to 23,000 feet MSL from 6 to 11 nmi NW of the point of beginning.
10,000 feet MSL to 23,000 feet MSL from 11 to 15 nmi NW of the point of beginning.
14,000 feet MSL to 23,000 feet MSL from 15 to 19 nmi NW of the point of beginning.
16,000 feet MSL to 23,000 feet MSL from 19 to 25 nmi NW of the point of beginning.
Time of designation. Continuous.
Using agency. Castle AFB Approach Control.

R-2515 Muroc Lake, Calif.

Boundaries. Beginning at Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 35°01'00" N, Long. 118°05'45" W; to Lat. 35°27'40" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Edwards AFB, Calif.
AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2516 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at latitude 34°59'32" N., longitude 120°41'50" W.; to latitude 34°49'00" N., longitude 120°27'15" W.; to latitude 34°46'15" N., longitude 120°26'40" W.; to latitude 34°39'50" N., longitude 120°31'15" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°34'52" N., longitude 120°42'37" W.; thence three nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. Commander, Air Force Western Test Range, Vandenburg AFB, Calif.

R-2517 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at latitude 34°34'52" N., longitude 120°42'37" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°24'45" N., longitude 120°27'20" W.; to latitude 34°24'00" N., longitude 120°30'00" W.; thence three nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. Commander, Air Force Western Test Range, Vandenburg AFB, Calif.

R-2518 Offshore of California.

Boundaries. A circular area with a 300-yard radius centered at Lat. 33°02'04" N, Long. 118°36'47" W.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. Sunrise to 2000 local time.

Using Agency. Officer in Charge, Fleet Air Control and Surveillance Facility, San Diego, Calif.

AMENDMENTS 8/17/67 32 F. R. 10194 (Changed)

R-2519 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°04'15" N, Long. 119°03'40" W; to Lat. 34°02'15" N, Long. 119°04'20" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 34°05'30" N, Long. 119°13'00" W; to Lat. 34°05'55" N, Long. 119°11'15" W; to Lat. 34°07'08" N, Long. 119°09'32" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2520 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°08'30" N, Long. 119°06'10" W; to Lat. 34°07'00" N, Long. 119°05'00" W; to Lat. 34°06'15" N, Long. 119°05'25" W; to Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°07'07" N, Long. 119°09'00" W; to Lat. 34°08'30" N, Long. 119°07'40" W; to the point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2521 Salton Sea, Calif.

Boundaries. Beginning at latitude 33°18'00" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°49'50" W.; to latitude 33°23'15" N., longitude 115°58'40" W.; to latitude 33°26'15" N., longitude 115°54'00" W.; to the point of beginning.

Designated altitudes: Surface to flight level 400 sunrise to sunset; surface to 4,000 feet MSL sunset to sunrise.

Time of designation: Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using Agency. Commanding Officer, Naval Air Facility, El Centro, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 5/25/67 32 F. R. 6346 (Changed)

R-2524 Trona, Calif.

Boundaries. Beginning at Lat. 35°47'46" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°16'52" W; to Lat. 35°47'46" N, Long. 117°16'52" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2525 Vernalis, Calif.

Boundaries. A 5-nautical mile radius circle centered at latitude 37°24'00" N., longitude 121°20'00" W.

Designated altitudes. Surface to 17,000 feet MSL.

Time of designation: Continuous.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2529 Fort Ord West, California

Boundaries. Beginning at latitude 36° 42' 00" N., longitude 121° 49' 45" W.; to latitude 36° 40' 45" N., longitude 121° 48' 22" W.; thence south along California State Highway No. 1 to latitude 36° 38' 05" N., longitude 121° 49' 55" W.; to latitude 36° 38' 15" N., longitude 121° 51' 45" W.; to the point of beginning.

Designated altitudes. Surface to 1,000 feet MSL.

Time of designation. Thirty minutes before sunrise to thirty minutes after sunset.

Controlling agency. Federal Aviation Administration, Monterey Approach Control.

Using agency. Commanding General, Fort Ord, California.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2530 Sierra Army Depot, Calif.

Boundaries. Beginning at latitude 40° 18' 21" N., longitude 120° 05' 06" W.; to latitude 40° 18' 21" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 05' 06" W.; to the point of beginning.

Designated altitudes. Surface to 8,600 feet MSL.

Time of designation. 0800 to 1800 p.s.t., Monday through Friday.

Using agency. Commanding Officer, Sierra Army Depot, Herlong, California.

R-2531 Tracy, Calif.

Boundaries. Beginning at latitude 37°40'34" N., longitude 121°33'42" W.; to latitude 37°40'45" N., longitude 121°31'29" W.; to latitude 37°39'28" N., longitude 121°30'28" W.; to latitude 37°38'50" N., longitude 121°31'05" W.; to latitude 37°39'03" N., longitude 121°34'03" W.; thence to the point of beginning.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 1000 to 1800, local time, Monday through Friday.

Using agency. United States Atomic Energy Commission, San Francisco Operations Office.

R-2532 Blythe, Calif.

Boundaries: Beginning at latitude 33°30'30" N., longitude 115°00'00" W.; thence counterclockwise along the arc of an 18-mile radius circle centered on the Blythe, Calif., airport at latitude 33°37'15" N., longitude 114°43'00" W.; to latitude 33°23'50" N., longitude 114°53'00" W.; to latitude 33°08'45" N., longitude 114°56'40" W.; to latitude 33°22'50" N., longitude 115°09'58" W.; to latitude 33°21'40" N., longitude 115°12'00" W.; to latitude 33°24'15" N., longitude 115°17'00" W.; to latitude 33°25'50" N., longitude 115°14'30" W.; thence to point of beginning.

Time of designation: Sunrise to sunset, December 7, 1967, through December 7, 1968.

Designated altitudes: 100 feet AGL to 17,000 feet MSL.

Controlling agency: FAA, Los Angeles ARTC Center.

Using agency: MCAS, Yuma, Ariz.

AMENDMENTS 12/7/67 32 F. R. 14154 (Added)

§ 73.26 Colorado

R-2601 Fort Carson, Colo.

Boundaries. Beginning at Lat. 38°32'06" N, Long. 104°49'18" W; to Lat. 38°32'06" N, Long. 104°45'00" W; to Lat. 38°43'38" N, Long. 104°45'50" W; to Lat. 38°43'43" N, Long. 104°46'20" W; to Lat. 38°42'58" N, Long. 104°48'30" W; to Lat. 38°43'12" N, Long. 104°49'07" W; thence southwest along Colorado Highway #115 to Lat. 38°39'00" N, Long. 104°52'00" W; to Lat. 38°36'20" N, Long. 104°52'00" W; to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency. Commanding General, Fort Carson, Colo.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2602 Fort Carson, Colo.

Boundaries: Beginning at latitude 38°39'00" N., longitude 104°52'00" W.; to latitude 38°36'20" N., longitude 104°52'00" W.; to latitude 38°32'06" N., longitude 104°49'18" W.; to latitude 38°32'06" N., longitude 104°45'00" W.; to latitude 38°26'10" N., longitude 104°45'00: W.; to latitude 38°26'10" N., longitude 104°57'13" W.; to latitude 38°32'38" N., longitude 104°57'13" W.; thence northeast along Colorado Highway No. 115 to point of beginning.

Designated altitudes: Surface to 35,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Denver ARTC Center.

Using agency: Commanding General, Fort Carson, Colo.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.27 Connecticut

§ 73.28 Delaware

R-2801 Bethany Beach, Del.

Boundaries. Beginning at Lat. 38°31'15" N, Long. 75°03'10" W; to Lat. 38°33'45" N, Long. 74°59' 33" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 38°26'45" N, Long. 74°59' 15" W; to Lat. 38°29'03" N, Long. 75°03'00" W; to the point of beginning.

Designated altitudes. Surface to 23,500 feet m.s.l.

Time of designation: By NOTAM 48 hours in advance during the following periods: June 1 through September 30, 0800-2000 local time, Monday through Friday; October 1 through May 31, 0800-1600 local time, Saturdays and Sundays.

Controlling agency. Federal Aviation Administration, Salisbury, Md., Flight Service Station.

Using agency. Adjutant General, State of Delaware, Wilmington, Del.

AMENDMENTS 3/7/67 32 F. R. 3768 (Changed); 4/1/67 32 F. R. 5769 (Changed)

§ 73.29 Florida

R-2901A Avon Park North, Fla.

Boundaries. Beginning at latitude 27°44'45" N., longitude 81°21'25" W.; to latitude 27°52'55" N., longitude 81°24'20" W.; to latitude 27°55'00" N., longitude 81°17'55" W.; to latitude 27°44'45" N., longitude 81°14'05" W.; to point of beginning.

Designated altitude. 500 feet MSL to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2901B Avon Park South, Fla.

Boundaries. Beginning at latitude 27°34'50" N., longitude 81°09'30" W.; to latitude 27°26'10" N., longitude 81°01'05" W.; to latitude 27°22'35" N., longitude 81°05'15" W.; thence along Highway 98 to latitude 27°23'00" N., longitude 81°07'00" W.; to latitude 27°32'40" N., longitude 81°16'50" W.; to latitude 27°32'40" N., longitude 81°12'20" W.; to point of beginning.

Designated altitudes. 500 feet MSL to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Florida.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2901C Avon Park West, Fla.

Boundaries. Beginning at latitude 27°35'30" N., longitude 81°08'15" W.; to latitude 27°34'50" N., longitude 81°09'30" W.; to latitude 27°32'40" N., longitude 81°12'20" W.; to latitude 27°32'40" N., longitude 81°16'50" W.; to latitude 27°32'32" N., longitude 81°21'40" W.; thence North along Arbuckle Creek to Arbuckle Lake and along the East and North shore of Arbuckle Lake to latitude 27°43'10" N., longitude 81°25'20" W.; to latitude 27°44'50" N., longitude 81°25'20" W.; to latitude 27°44'45" N., longitude 81°21'25" W.; to latitude 27°44'45" N., longitude 81°11'40" W.; to point of beginning.

Designated altitudes. Surface to flight level 240.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2901D Avon Park East, Fla.

Boundaries. Beginning at latitude 27°44'45" N., longitude 81°10'20" W.; to latitude 27°37'00" N., longitude 81°06'50" W.; to latitude 27°35'30" N., longitude 81°08'15" W.; to latitude 27°44'45" N., longitude 81°11'40" W.; to point of beginning.

Designated altitude. Surface to 13,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2902A Cape Kennedy, Fla.

Boundaries: Beginning at latitude 28°41'40" N., longitude 80°35'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 28°24'30" N., longitude 80°30'30" W.; to latitude 28° 24'30" N., longitude 80°41'45" W.; to latitude 28°30'30" N., longitude 80°43'30" W.; to latitude 28°37'35" N., longitude 80°46'50" W.; to latitude 28°38'00" N., longitude 80°47'02" W.; to point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.
AMENDMENTS 3/2/67 32 F. R. 655 (Rewritten); 4/1/67 32 F. R. 5769 (Changed)
AMENDMENTS 6/22/67 32 F. R. 7392 (Changed)

R-2902B Cape Kennedy, Fla.

Boundaries. Beginning at latitude 28°53'55" N., longitude 80°44'10" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 28°41'40" N., longitude 80°35'00" W.; to latitude 28°38'00" N., longitude 80°47'02" W.; to latitude 28°48'44" N., longitude 80°51'05" W.; to latitude 28°49'41" N., longitude 80°51'02" W.; to latitude 28°52'58" N., longitude 80°47'30" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.
AMENDMENTS 3/2/67 32 F. R. 655 (Rewritten); 4/1/67 32 F. R. 5769 (Changed)
AMENDMENTS 6/22/67 32 F. R. 7392 (Changed)

R-2903A Jacksonville, Fla.

Boundaries: Beginning at latitude 30°15'30" N., longitude 81°43'25" W.; clockwise along an arc of a circle 2½ nautical miles in radius centered at latitude 30°14'00" N., longitude 81°41'00" W.; to latitude 30°11'25" N., longitude 81°41'00" W.; to latitude 29°59'28" N., longitude 81°41'00" W.; to latitude 29°59'28" N., longitude 82°02'00" W.; to latitude 30°21'32" N., longitude 82°02'00" W.; to latitude 30°21'20" N., longitude 81°55'45" W.; to latitude 30°15'30" N., longitude 81°50'00" W.; to point of beginning.
Designated altitudes: Surface to and including 10,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville TRACON.
Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); **6/22/67** 32 F. R. 7014 (Rewritten)
AMENDMENTS 11/1/67 32 F. R. 13119 (Changed)

R-2903B Stevens Lake, Fla.

Boundaries: Within a 5 nautical mile radius of lat. 29°53'04" N., longitude 81°59'09" W., excluding the airspace bounded by lat. 29°53'45" N., long. 82°04'50" W.; lat. 29°52'35" N., long. 82°02'00" W.; lat. 29°50'27" N., long. 82°00'00" W.; lat. 29°48'30" N., long. 81°57'00" W.; with a southeast extension beginning at lat. 29°52'30" N., long. 81°53'30" W.; to lat. 29°49'00" N., long. 81°46'20" W.; to lat. 29°44'50" N., long. 81°49'05" W.; to lat. 29°'48'30" N., long. 81°57'00" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to the point of beginning; and a northeast extension beginning at lat. 29°59'50" N., long. 81°57'40" W.; to lat. 29°56'45" N., long. 81°53'15" W.; to lat. 29°55'30" N., long. 81°54'10" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to lat. 29°58'10" N., long. 81°59'10" W.; to point of beginning.

Designated altitudes: Within the circular area, surface to FL 230; within the southeast extension, surface to 7,000 feet MSL in the area beginning at lat. 29°52'30" N., long. 81°53'30" W.; to lat. 29°51'10" N., long. 81°51'00" W.; to lat. 29°47'00" N., long. 81°53'55" W.; to lat. 29°48'30" N., long. 81°57'00" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to point of beginning. Surface to 5,000 feet MSL in the area beginning at lat. 29°51'10" N., long. 81°51'00" W.; to lat. 29°49'00" N., long. 81°46'20" W.; to lat. 29°44'50" N., long. 81°49'05" W.; to lat. 29°47'00" N., long. 81°53'55" W.; to lat. 29°51'10" N., long. 81°51'00" W.; within the northeast extension, surface to 7,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville TRACON.
Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 10/12/67 32 F. R. 12712 (Rewritten)
AMENDMENTS 11/1/67 32 F. R. 13119 (Changed)

R-2903C Putnam, Fla.

Boundaries: A circle with a 5 nautical mile radius centered at lat. 29°47'00" N., long. 81°41'00" W.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville TRACON.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.
AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 10/12/67 32 F. R. 12712 (Changed)
AMENDMENTS 11/1/67 32 F. R. 13119 (Changed)

R-2906 Rodman, Fla.

Boundaries: A circle with a 5-nautical-mile radius centered at latitude 29°29'00" N., longitude 81°46'00" W.; excluding the area east of the east bank of the St. Johns River.

Designated altitudes: Surface to 14,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviaiton Administration, Jacksonville ARTC Center.

Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)
AMENDMENTS 9/14/67 32 F. R. 11774 (Changed); Corr: 32 F. R. 12833

R-2907 Lake George, Fla.

Subarea A

Boundaries: Beginning at latitude 29°23'00" N., longitude 81°31'10" W.; to latitude 29°12'30" N., longitude 81°30'00" W.; to latitude 29°12'30" N., longitude 81°38'30" W.; to latitude 29°15'05" N., longitude 81°40'00" W.; to latitude 29°20'30" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°39'10" W.; thence via a 5-nautical-mile arc centered at latitude 29°19'11" N., longitude 81°35'15" W.; to point of beginning.

Designated altitudes: Surface to FL 240.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander Fleet Air Jacksonville, NAS Jacksonville, Fla.

Subarea B

Boundaries: Beginning at latitude 29°20'05" N., longitude 81°40'00" W.; to latitude 29°15'05" N., longitude 81°40'00" W.; to latitude 29°15'05" N., longitude 81°51'50" W.; to latitude 29°20'05" N., longitude 81°51'50" W.; to point of beginning.

Designated altitudes: Surface to 9,000 feet MSL from a line of longitude 81°40'00" W., to a line of longitude 81°42'55" W.; surface to 6,000 feet MSL from a line of longitude 81°42'55" W., to a line of longitude 81°51'50" W.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 9/14/67 32 F. R. 11774 (Rewritten)

R-2908 Pensacola, Fla.

Boundaries. Bounded on the N by the Alabama-Florida shoreline; on the E by a line extending from Lat. 30°15'00" N, Long, 87°41'00" W to Lat. 30°11'20" N, Long. 87°44'15" W; on the S by a line 3 nautical miles from and parallel to the Alabama-Florida shoreline; and on the W by Long. 88°01'30" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

.Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

R-2909 Pensacola, Fla.

Boundaries. Bounded on the N by the Florida shoreline; on the E by Long. 86°48'00" W; on the S by a line 3 nautical miles from and parallel to the Florida shoreline; and on the W by a line extending from Lat. 30° 18'20" N, Long. 87°00'00" W to Lat. 30°21'15" N, Long. 87°00'50" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

R-2910 Pinecastle, Fla.

Boundaries: A circle withi a 5-nautical mile radius centered at latitude 29°06'52" N., longitude 81°42'55" W.; with a northwest extension to the circle beginning at latitude 29°07'55" N., longitude 81°48'20" W.; to latitude 29°10'00" N., longitude 81°50'35" W.; to latitude 29°14'00" N., longitude 81°45'50" W.; to latitude 29°11'50" N., longitude 81°43'00" W.; and with a southeast extension to the circle beginning at latitude 29°10'05" N., longitude 81°38'50" W.; to latitude 28°57'55" N., longitude 81°28'25" W.; to latitude 28°53'50" N., longitude 81°33'45" W.; to latitude 29°03'05" N., longitude 81°47'00" W.

Designated altitudes: Surface to FL 240 within the 5-nautical mile radius. Surface to 9,000 feet MSL within the northwest extension. Surface to 9,000 feet MSL within the southeast extension from the circle to a line from latitude 29°04'25" N., longitude 81°33'55" W.; to latitude 28°58'50" N., longitude 81°40'30" W. Surface to 6,000 feet MSL within that portion of the southeast extension that lies southeast of a line from latitude 29°04'25" N., longitude 81°33'55" W.; to latitude 28°58'50" N., longitude 81°40'30" W.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 9/14/67 32 F. R. 11774 (Rewritten)

R-2912 Panama City, Fla.

Boundaries. Beginning at latitude 30°42'00" N., longitude 85°53'00" W.; to latitude 30°43'10" N.; longitude 85°09'35" W.; to latitude 30°08'30" N., longitude 84°37'30" W.; to latitude 29°58'15" N., longitude 84°29'40" W.; to latitude 29°44'00" N., longitude 84°59'00" W.; to the point of beginning.
Designated altitudes. Vertical airspace limits not to exceed 2,000 consecutive feet during any given time of use from 700 feet MSL through 5,000 feet MSL.
Time of designation. From 0600 to 1800 hours c.s.t., Monday through Friday.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using Agency. Commander, Tyndall AFB, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2914 Valparaiso, Fla.

Boundaries. Beginning at latitude 30°43'10" N., longitude 86°27'37" W.; to latitude 30°43'45" N., longitude 86°10'30" W.; to latitude 30°41'00" N., longitude 86°05'10" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 30°25'00" N., longitude 86°22'26" W.; to latitude 30°25'00" N., longitude 86°25'00" W.; to latitude 30°33'00" N., longitude 86°25'00" W.; to latitude 30°33'00" N., longitude 86°25'30" W.; to latitude 30°37'00" N., longitude 86°25'30" W.; to latitude 30°37'00" N., longitude 86°27'37" W.; to point of beginning, excluding that airspace 5,000 feet MSL and below within a circle with a 1¼-mile radius centered at latitude 30°34'19" N., longitude 86°12'56" W.
Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Air Proving Ground, Eglin AFB, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 9/14/67 32 F. R. 11024 (Changed)

R-2915A Eglin AFB, Fla.

Boundaries. Beginning at latitude 30°33'40" N., longitude 86°55'00" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; thence along the L and N Railroad to latitude 30°42'45" N., longitude 86°45'45" W.; to latitude 30°42'50" N., longitude 86°38'02" W.; to latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; thence along the Navarre-Milton Highway to point of beginning.
Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Air Proving Ground Command, Eglin AFB, Florida.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2915B Eglin AFB, Fla.

Boundaries. Beginning at latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°20'50" N., longitude 86°38'50" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00"W.; to latitude 30°23'20" N., longitude 86°48'00" W.; to latitude 30°22'50" N., longitude 86°51'30" W.; to latitude 30°23'50" N., longitude 86°51'30" W.; to latitude 30°24'20" N., longitude 86°48'00" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; to point of beginning.
Designated altitudes. Surface to FL 1200.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Air Proving Ground Command, Eglin AFB, Florida.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-2916 Cudjoe Key, Fla.

Boundaries. A circular area 4 statute miles in diameter centered at latitude 24°42'01" N., longitude 81°30'30" W.
Designated altitudes: Surface to 14,000 feet m.s.l.
Time of designation: Continuous.
Using agency: U. S. Air Force Cambridge Laboratory, Office of Aerospace Research, U. S. Air Force, L. G. Hanscom Field, Bedford, Mass.

R-2917 DeFuniak Springs, Fla.
Boundaries: A circle with a 1¼-mile radius centered at latitude 30°34'19" N., longitude 86°12'56" W.
Designated altitude: Surface to 5,000 feet MSL.
Time of designation: Continuous.
Using agency: Commander, Air Proving Ground, Eglin AFB, Fla.

AMENDMENTS 9/14/67 32 F. R. 11024 (Added)

§ 73.30 Georgia

R-3001 Dawsonville, Ga.

Boundaries. A circular area with a 1.5-mile radius centered at latitude 34°22'00" N., longitude 84°10'00" W.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Air Force Systems Command, Andrews AFB, Md.

R-3002A Fort Benning, Ga.

Boundaries. Beginning at latitude 32°30'50" N., longitude 84°52'15" W.; along the Central of Georgia Railroad to latitude 32°32'10" N., longitude 84°40'40" W.; to lat. 32°31'20" N, long. 84°40'20" W.; thence northeast along Upatoi Creek to lat. 32°31'46" N, long. 84°39'25" W; to lat. 32°18'30" N, long. 84°39'25" W; along the Central of Georgia Railroad to latitude 32°20'54" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°53'10" W.; along the Chattahoochee River to latitude 32°14'40" N., longitude 84°55'30" W.; to latitude 32°14'40" N., longitude 84°58'42" W.; to latitude 32°20'15" N., longitude 84°58'42" W.; along northwest side of Dixie Road to latitude 32°21'10" N., longitude 84°56'45" W.; to latitude 32°22'30" N., longitude 84°56'45" W.; along Upatoi Creek to lat. 32°24'00" N, long. 84°53'30" W; to lat. 32°29'17" N, long. 84°52'32" W; to lat. 32°29'17" N, long. 84°51'35" W; to lat. 32°30'19" N, long. 84°51'35" W; to lat. 32°30'19" N, long. 84°52'21" W; to the point of beginning.

Designated altitude. Surface to and including 18,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Fort Benning, Ga.

R-3002B Fort Benning, Ga.

Boundaries: Beginning at latitude 32°30'50" N., longitude 84°52'15" W.; along the Central of Georgia Railroad to latitude 32°32'10" N., longitude 84°40'40" W.; to lat. 32°31'20" N, long. 84°40'20" W.: thence northeast along Upatoi Creek to lat. 32°31'46" N, long. 84°39'25" W.; to lat. 32°18'30" N, long. 84°39'25" W.: along the Central of Georgia Railroad to latitude 32°20'54" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°53'10" W.; along the Chattahoochee River to latitude 32°14'40" N., longitude 84°55'30" W.; to latitude 32°14'40" N., longitude 84°58'42" W.; to latitude 32°20'15" N., longitude 84°58'42" W.; along northwest side of Dixie Road to latitude 32°21'10" N., longitude 84°56'45" W.; to latitude 32°22'30" N., longitude 84°56'45" W.; along Upatoi Creek to latitude 32°24'00" N., longitude 84°53'30" W.; to latitude 32°29'17" N., longitude 84°52'32" W.; to latitude 32°29'17" N., longitude 84°51'35" W.; to latitude 32°30'19" N., longitude 84°51'35" W.; to latitude 32°30'19" N., longitude 84°52'21" W.: to the point of beginning.

Designated altitude: From 18,000 feet MSL to 29,000 feet MSL.

Time of designation: Continuous.

Controlling agency. Federal Aviation Administration, Atlanta ARTC Center.

Using Agency: Commanding Officer, Fort Benning, Ga.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3003 Fort Gordon, Ga.

Boundaries. Beginning at latitude 33°23'35" N., longitude 82°08'30" W.; to latitude 33°22'15" N., longitude 82°08'18" W.; to latitude 33°21'35" N., longitude 82°09'10" W.; to latitude 33°22'15" N., longitude 82°17'00" W.; to latitude 33°25'00" N., longitude 82°12'00" W.; to point of beginning.

Designated altitude. Surface to 4,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Gordon, Ga.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3004 Fort Gordon, Ga.

Boundaries. Beginning at latitude 33°21'53" N., longitude 82°12'15" W.; to latitude 33°19'43" N., longitude 82°12'15" W.; to latitude 33°16'20" N., longitude 82°18'00" W.; to latitude 33°17'29" N., longitude 82°23'00" W.: to latitude 33°21'15" N., longitude 82°18'47" W.; to latitude 33°22'15" N., longitude 82°17'00" W.; to point of beginning.

Designated altitude. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer. Fort Gordon. Ga.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3005A **Fort Stewart, Ga.**

Boundaries. Beginning at latitude 32°04'40" N., longitude 81°50'00" W.; to latitude 32°07'00" N., longitude 81°43'30" W.; to latitude 32°06'15" N., longitude 81°31'30" W.; to latitude 32°05'30" N., longitude 81°31'30" W.; to latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 31°56'30" N., longitude 81°30'00" W.; thence along the arc of a 5-mile circle centered at latitude 31°53'20" N., longitude 81°33'45" W.; to latitude 31°56'48" N., longitude 81°30'42" W.; thence SW along Georgia Highway 144 to latitude 31°53'11" N., longitude 81°37'51" W.; to latitude 31°51'45" N., longitude 81°38'08" W.; to latitude 31°55'30" N., longitude 81°53'00" W.; to latitude 31°57'00" N., longitude 81°53'15" W.; to latitude 31°59'45" N., longitude 81°51'06" W., to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Stewart, Ga.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3005B **Fort Stewart, Ga.**

Boundaries. Beginning at latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 32°04'15" N., longitude 81°22'30" W.; thence along the Ogeechee River to latitude 32°00'30" N., longitude 81°19'30" W.; to latitude 31°58'45" N., longitude 81°19'45" W.; to latitude 31°56'15" N., longitude 81°23'00" W.; to latitude 31°54'03" N., longitude 81°28'45" W.; thence along the arc of a 5-statute-mile-radius circle centered at latitude 31°53'20" N., longitude 81°33'45" W.; to latitude 31°56'30" N., longitude 81°30'00" W., to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Stewart, Ga.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3005C **Fort Stewart, Ga.**

Boundaries. Beginning at latitude 31°54'03" N., longitude 81°28'45" W.; to latitude 31°51'20" N., longitude 81°36'00" W.; to latitude 31°51'45" N., longitude 81°38'08" W.; to latitude 31°53'11" N., longitude 81°37'51" W.; thence NE along Georgia Highway 144 to latitude 31°56'48" N., longitude 81°30'42" W.; thence along the arc of a 5-mile radius circle centered at latitude 31°53'20" N., longitude 81°33'45" W., to the point of beginning.

Designated altitudes. Surface to 3,500 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Stewart, Ga.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed) -

R-3006 **Townsend, Ga.**

Boundaries. Beginning at latitude 31°40'30" N., longitude 81°41'55" W.; to latitude 31°37'35" N., longitude 81°37'10" W.; thence clockwise via the arc of a circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W.; to latitude 31°32'40" N., longitude 81°41'10" W.; to latitude 31°35'30" N., longitude 81°46'00" W.; to point of beginning.

Designated altitudes. Surface to 14,000 feet MSL within the circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W. Surface to 9,000 feet MSL within the area beginning at latitude 31°39'20" N., longitude 81°40'00" W.; to latitude 31°37'35" N., longitude 81°37'10" W.; thence counterclockwise along the arc of the circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W.; to latitude 31°32'40" N., longitude 81°41'10" W.; to latitude 31°34'20" N., longitude 81°44'05" W.; to point of beginning. Surface to 6,000 feet MSL within the area beginning at latitude 31°40'30" N., longitude 81°41'55" W.; to latitude 31°39'20" N., longitude 81°40'00" W.; to latitude 31°34'20" N., longitude 81°44'05" W.; to latitude 31°35'30" N., longitude 81°46'00" W.; to point of beginning.

Time of designation. 0600 to 1800 e.s.t., Monday through Friday.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.31 Hawaii

R-3101 PMRFAC FOUR, Hawaii

SUBAREA A

Boundaries: Beginning at latitude 22°13'00" N., longitude 159°42'00" W.; thence to latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'30" N., longitude 159°48'55" W.; thence clockwise along a line 3 nautical miles from the shoreline of Kauai to the point of beginning.

Designated altitudes: Surface to 5,000 feet MSL.

Time of designation: Continuous.

Controlling agency: FAA, Lihue Flight Service Station.

Using agency: Commander, Pacific Missile Range (COMPMR).

SUBAREA B

Boundaries: Beginning at latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'20" N., longitude 159°42'00" W.; thence to point of beginning.

Designated altitudes: 1.200 feet above ground to 5,000 feet MSL.

Time of designation: Continuous.

Controlling agency: FAA, Lihue Flight Service Station.

Using agency: Commander, Pacific Missile Range (COMPMR).

SUBAREA C

Boundaries: Beginning at latitude 22°13'00" N., longitude 159°42'00" W.; thence to latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'30" N., longitude 159°48'55" W.; thence clockwise along a line 3 nautical miles from the shoreline of Kauai to the point of beginning.

Designated altitudes: 5,000 feet MSL to unlimited.

Time of designation: Continuous.

Controlling agency: FAA, Honolulu ARTC Center.

Using agency: Commander, Pacific Missile Range (COMPMR).

SUBAREA D

Boundaries: Beginning at latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'20" N., longitude 159°42'00" W.; thence to point of beginning.

Designated altitudes: 5,000 feet MSL to unlimited.

Time of designation: Continuous.

Controlling agency: FAA, Honolulu ARTC Center.

Using agency: Commander, Pacific Missile Range (COMPMR).

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 6/22/67 32 F. R. 7125 (Rewritten)

R-3103 Humuula, Hawaii

Boundaries. Beginning at Lat. 19°48'45" N, Long. 155°38'00" W; to Lat. 19°45'15" N, Long. 155°32'00" W; to Lat. 19°39'00" N, Long. 155°26'30" W; to Lat. 19°32'00" N, Long. 155°42'00" W; to Lat. 19°38'00" N, Long. 155°45'10" W; to Lat. 19°41'00" N, Long. 155°44'00" W; to Lat. 19°47'00" N, Long. 155°38'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Hilo Combined Station/Tower.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3104A Island of Kahoolawe, Hawaii

Boundaries. Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°37'00" N., longitude 156°35'15" W.; to latitude 20°35'20" N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.
Designated altitudes: Surface to 10,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.
AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 12/4/67 32 F. R. 17653 (Rewritten)

R-3104B Island of Kahoolawe, Hawaii

Boundaries: Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°37'00" N., longitude 156°35'15" W.; to latitude 20°35'20" N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.
Designated altitudes: 10,000 feet MSL to FL 180.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.
AMENDMENTS 12/4/67 32 F. R. 17653 (Added); F. R. Corr: 32 F. R. 18087

R-3104C Island of Kahoolawe, Hawaii

Boundaries: Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°37'00" N., longitude 156°35'15" W.; to latitude 20°35'20" N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.
Designated altitudes: FL 180 to unlimited.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS 12/4/67 32 F. R. 17653 (Added)

R-3107A Kaula Rock, Hawaii

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 21°39'30" N, Long. 160°32'30" W.
Designated altitudes: Surface to 14,500 feet MSL.
Time of designation. Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS 12/4/67 32 F. R. 17653 (Rewritten)

R-3107B Kaula Rock, Hawaii

Boundaries: A circular area with a 3-nautical-mile radius centered at latitude 21°39'30" N., longitude 160°32'30" W.
Designated altitudes: 14.500 feet MSL to FL 300.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.
AMENDMENTS 12/4/67 32 F. R. 17653 (Added)

R-3108 Kauna Point, Hawaii

Boundaries. Beginning at latitude 19°15'00" N., longitude 155°56'00" W.; to latitude 18°58'43" N., longitude 155°47'30" W.; to latitude 18°56'22" N., longitude 155°47'30" W.; thence clockwise 3 nautical miles from the shoreline to latitude 19°14'35" N., longitude 155°57'30" W.; to the point of beginning.
Designated altitudes. Surface to FL 300.
Time of designation. Sunrise to sunset, Monday through Friday.
Controlling agency. Federal Aviation Administration, Maui Combined Station/Tower.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point Hawaii.
AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 12/4/67 32 F. R. 17653 (Changed)

R-3109 Schofield-Makua, Oahu, Hawaii

Boundaries. Beginning at latitude 21° 30' 29" N., longitude 158° 04' 09" W.; to latitude 21° 29' 25" N., longitude 158° 05' 00" W.; to latitude 21° 27' 28" N., longitude 158° 05' 55" W.; to latitude 21° 29' 11" N., longitude 158° 07' 35" W.; to latitude 21° 31' 00" N., longitude 158° 14' 00" W.; to latitude 21° 32' 30" N., longitude 158° 14' 30" W.; to latitude 21° 33' 30" N., longitude 158° 15' 30" W.; to latitude 21° 34' 51" N., longitude 158° 17' 30" W.; to latitude 21° 35' 00" N., longitude 158° 15' 24" W.; to latitude 21° 32' 14" N., longitude 158° 05' 12" W.; to point of beginning.

Designated altitudes. The area southeast of a line between latitude 21° 28' 35" N., longitude 158° 07' 00" W., and latitude 21° 29' 25" N., longitude 158° 05' 00" W., surface to 8,000 feet MSL. The area northwest of this line, surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Honolulu Flight Service Station.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3120 PMRFAC Five, Hawaii

Boundaries: Beginning at latitude 21°58'30" N., longitude 159°48'55" W.; thence to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'20" N., longitude 159°42'00" W.; thence to latitude 21°54'45" N., longitude 159°42'00" W.; thence clockwise along a line 3 nautical miles from the shoreline of the Island of Kauai to point of beginning.

Designated altitudes: Surface to 5,000 feet MSL, except 1,200 feet above ground to 5,000 feet MSL in the portion overlying land area.

Time of designation: Continuous.

Controlling agency: FAA, Lihue Flight Service Station.

Using agency: Commander, Pacific Missile Range (COMPMR).

AMENDMENTS 6/22/67 32 F. R. 7125 (Added)

§ 73.32 Idaho

R-3201 Arco, Idaho.

Boundaries. Beginning at Lat. 43°59'20" N, Long. 112°43'50" W; to Lat. 43°50'20" N, Long. 112°30'00" W; to Lat. 43°32'00" N, Long. 112°35'00" W; to Lat. 43°27'00" N, Long. 113°03'00" W; to Lat. 43°34'30" N, Long. 113°11'50" W; to Lat. 43°48'40" N, Long. 112°49'40" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Idaho Falls, Idaho.

R-3202 Sailor Creek, Idaho

Boundaries: Beginning at latitude 42°48'45" N., longitude 115°38'14" W.; to latitude 42°48'45" N., longitude 115°32'41" W.; to latitude 42°40'00" N., longitude 115°32'41" W.; to latitude 42°40'00" N., longitude 115°38'14" W.; to the point of beginning.

Designated altitudes: Surface to 12,000 feet MSL.

Time of designation. From sunset to 8 hours thereafter, Monday through Friday.

Controlling agency. Federal Aviation Administration, Salt Lake ARTC Center.

Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 5/25/67 32 F. R. 6346 (Changed)

§ 73.33 Illinois

R-3301 Havana, Ill.

Boundaries. A circular area with a 500-foot radius centered latitude 40°13;16" N., longitude 90°01'23" W.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Continuous.

Using agency. Director, Central Radio Propagation Laboratory, National Bureau of Standards, Boulder, Colo.

R-3302 Savanna, Ill.

Boundaries. A circular area with a 1,500-foot radius centered at latitude 42°13'15" N., longitude 90°21'24" W.

Designated altitudes. Surface to 2,300 feet MSL.

Time of designation. 0800 to 2200 c.s.t.

Using agency. Commanding Officer, Ordnance Depot, Savanna, Ill.

AMENDMENTS 4/27/67 32 F. R. 4577 (Changed)

§ 73.34 Indiana

R-3401 Camp Atterbury, Ind.

Boundaries. Beginning at Lat. 39°21'30" N, Long. 86°06'00" W; to Lat. 39°21'30" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 86°06'00" W; to the point of beginning.
Designated altitudes. Surface to 40,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Commanding Officer, Camp Atterbury, Ind.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3403 Jefferson Proving Ground, Ind.

Boundaries. Beginning at latitude 39°02'57" N., longitude 85°27'42" W.; to latitude 39°02'00" N., longitude 85°22'00" W.; to latitude 38°56'06" N., longitude 85°22'00" W.; to latitude 38°50'35" N., longitude 85°22'50" W.; to latitude 38°50'00" N., longitude 85°24'00" W.; to latitude 38°50'00" N., longitude 85°27'42" W.; to the point of beginning.
Designated altitudes. Surface to 43,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 4/27/67 32 F. R. 4577 (Changed)

§ 73.35 Iowa

§ 73.36 Kansas

R-3601 Brookville, Kans.

Boundaries. Beginning at Lat. 38°45'20" N, Long. 97°47'00" W; to Lat. 38°39'20" N, Long. 97°47'00" W; along the Missouri Pacific Railroad to Lat. 38°38'20" N, Long. 97°47'30" W; to Lat. 38°38'20" N, Long. 97°53'22" W; to Lat. 38°45'20" N, Long. 97°53'22" W; to the point of beginning.
Designated altitudes. Surface to flight level 260.
Time of designation: Sunrise to 2400 hours c.s.t., Monday through Saturday; sunrise to sunset, Sunday.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commander, McConnell AFB, Kans.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 6/22/67 32 F. R. 7393 (Changed)

R-3602 Manhattan, Kans.

Subarea A

Boundaries: Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence along the southern edge of the Chicago, Rock Island and Pacific Railroad right-of-way to latitude 39°18'33" N., longitude 96°57'39" W.; thence south to the shoreline of the main body of Milford Reservoir at latitude 39°12'27" N., longitude 96°57'39" W.; thence along the shoreline of the main body of Milford Reservoir to latitude 39°10'58" N., longitude 96°55'00" W.; to latitude 39°10'58" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°49'52" W.; thence north along U. S. Highway No. 77 to the point of beginning.
Designated altitudes: Surface to 29,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Kansas City ARTC Center.
Using agency: Commanding General, Fort Riley, Kans.

Subarea B

Boundaries: Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence south along U. S. Highway No. 77 to latitude 39°07'54" N., longitude 96°49'52" W.; to latitude 39°04'24" N., longitude 96°52'22" W.; to latitude 39°04'24" N., longitude 96°51'15" W.; thence clockwise along the arc of a 4 nautical mile radius circle centered on the Marshall Army Air Field RBN at latitude 39°01'34" N., longitude 96°47'40" W.; to latitude 39°05'17" N., longitude 96°45'40" W.; to latitude 39°08'20" N., longitude 96°43'00" W.; to latitude 39°09'23" N., longitude 96°43'00" W.; to latitude 39°10'43" N., longitude 96°40'55" W.; to latitude 39°12'17" N., longitude 96°40'55" W.; to latitude 39°13'00" N., longitude 96°42'35" W.; to latitude 39°13'16" N., longitude 96°42'35" W.; thence along the southerly edge of the Chicago, Rock Island and Pacific Railroad right-of-way to the point of beginning.
Designated altitudes: Surface to 29,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Kansas City ARTC Center.
Using agency: Commanding General, Fort Riley, Kans.
AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 9/14/67 32 F. R. 10296 (Rewritten)

§ 73.37 Kentucky

R-3702 Fort Campbell, Ky.

Boundaries. Beginning at latitude 36°43'30" N., longitude 87°48'15" W.; to latitude 36°37'30" N., longitude 87°48'15" W.; to latitude 36°35'30" N., longitude 87°45'00" W.; to latitude 36°33'30" N., longitude 87°42'30" W.; to latitude 36°32'00" N., longitude 87°35'00" W.; to latitude 36°32'00" N., longitude 87°32'30" W.; to latitude 36°39'00" N., longitude 87°32'30" W.; to latitude 36°39'00" N., longitude 87°40'00" W.; to latitude 36°42'00" N., longitude 87°40'30" W.; to latitude 36°43'30" N., longitude 87°43'00" W.; to the point of beginning.

Designated altitudes. Surface to 27,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3703 Fort Campbell, Ky.

Boundaries. Beginning at latitude 36°39'00" N., longitude 87°32'30" W.; to latitude 36°39'15" N., longitude 87°30'12" W.; to latitude 36°39'30" N., longitude 87°29'45" W.; to latitude 36°39'30" N., longitude 87°28'33" W.; to latitude 36°37'12" N., longitude 87°28'33" W.; to latitude 36°37'12" N., longitude 87°29'50" W.; to latitude 36°34'00" N., longitude 87°29'50" W.; to latitude 36°32'00" N., longitude 87°32'30" W.; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3704 Fort Knox, Ky.

Boundaries. Beginning at Lat. 37°59'00" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°55'30" W; along U. S. Highway 31-W to Lat. 37°50'45" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°55'17" N, Long. 85°56'46" W; to Lat. 37°55'17" N, Long. 85°57'16" W; to Lat. 37°56'04" N, Long. 85°57'33" W; to Lat. 37°56'23" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°58'00" N, Long. 85°57'45" W; along the Illinois Central Railroad to Lat. 37°59'00" N, Long. 85°57'00" W; to Lat. 38°01'00" N, Long. 85°54'30" W; along Kentucky Route 44 to Lat. 38°00'30" N, Long. 85°52'00" W; to Lat. 37°59'00" N, Long. 85°52'00" W; to the point of beginning.

Designated altitudes: Subarea A surface to and including 10,000 feet MSL.
Subarea B from 10,000 feet MSL to 20,000 feet MSL.

Time of designation: Subarea A 0600 to 2400; other times by NOTAM 24 hours in advance.
Subarea B by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Standiford Control Tower, Louisville, Ky.

Using agency. Commanding General, U. S. Army Armor Center, Fort Knox, Ky.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 8/10/67 32 F. R. 11521 (Changed)

§ 73.38 Louisiana

R-3801 Camp Claiborne, La.

Boundaries. Beginning at latitude 31°05'50" N., longitude 92°31'15" W.; to latitude 31°03'51" N., longitude 92°31'56" W.; to latitude 31°01'53" N., longitude 92°34'17" W.; to latitude 31°07'30" N., longitude 92°40'45" W.; to latitude 31°11'07" N., longitude 92°36'35" W.; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday; other times following issuance of NOTAM by the using agency at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.

Using agency. Commander, England Air Force Base, Louisiana.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3802 Rabbit Island, La.

Boundaries. A circular area with a three nmi radius centered on latitude 29° 30' 35" N, longitude 91° 35' 45" W.

Designated altitudes: Surface to 12,000 feet MSL.

Time of Designation: 0800 C. S. T. to sunset Saturday and Sunday: other times as activated by NOTAM issued by the using agency 24 hours in advance.

Controlling agency. Federal Aviation Administration, New Orleans, La., Flight Service Station.

Using agency: Commanding Officer, Naval Air Station, New Orleans, Louisiana.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3803 Fort Polk, La.

Boundaries. Beginning at latitude 31°23'36" N., longitude 93°09'57" W.; to latitude 31°23'12" N., longitude 93°09'48" W.; to latitude 31°22'00" N., longitude 93°10'05" W.; to latitude 31°19'16" N.. longitude 93°11'10" W.; to latitude 31°19'16" N., longitude 93°20'15" W.; to latitude 31°24'30" N., longitude 93°20'15" W.; to latitude 31°24'30" N., longitude 93°16'42" W.: to latitude 31°23'35" N.. longitude 93°13'24" W.; to point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation: Continuous from June 1 through August31; other times as activated by NOTAM issued by the using agency at least 24 hours in advance.

Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.

Using agency. Commanding General, Fort Polk, Louisiana.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3804A Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W. to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.: to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.

Using agency. Commanding General, Fort Polk, Louisiana.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3804B Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°10'52" W.; to latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°06'10" N., longitude 93°08'11" W.; to latitude 31°04'14" N., longitude 93°12'30" W.; to point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration. Alexandria, La. Flight Service Station.

Using agency. Commanding General, Fort Polk, Louisiana.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3804C Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W.; to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.; to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.

Designated altitudes. 15,000 feet MSL to 29,000 feet MSL.

Controlling agency. Federal Aviation Administration, Houston, Tex., ARTC Center.

Time of designation. As published by NOTAM 24 hours in advance.

Using agency. Commanding General, Fort Polk, La.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-3805 New Orleans, La. (Alvin Callender Field) Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 29°48'00" N., longitude 90°04'00" W., the area centered on a bearing therefrom of 201°, extending to a point 30 nmi S, having a width of 2 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes.
2,000 feet MSL to 14,000 feet MSL from point of beginning to 1 nmi S.
2,000 feet MSL to 17,000 feet MSL from 1 to 2 nmi S of point of beginning.
2,000 feet MSL to 19,000 feet MSL from 2 to 3 nmi S of point of beginning.
2,000 feet MSL to 21,000 feet MSL from 3 to 4 nmi S of point of beginning.
2,000 feet MSL to 23,000 feet MSL from 4 to 5 nmi S of point of beginning.
4,000 feet MSL to 23,000 feet MSL from 5 to 8 nmi S of point of beginning.
7,000 feet MSL to 23,000 feet MSL from 8 to 13 nmi S of point of beginning.
12,000 feet MSL to 23,000 feet MSL from 13 to 18 nmi S of point of beginning.
15,000 feet MSL to 23,000 feet MSL from 18 to 25 nmi S of point of beginning.
FL 200 to flight level 230 from 25 to 30 nmi S of point of beginning.

Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, New Orleans Approach Control.
Using agency. Commander, Alvin Callender NAS.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.39 Maine

§ 73.40 Maryland

R-4001 Aberdeen, Md.

Boundaries. Beginning at Lat. 39°30'30" N, Long. 76°10'00" W; to Lat. 39°29'00" N, Long. 76°08'00" W; to Lat. 39°29'30" N, Long. 76°05'00" W; to Lat. 39°27'00" N, Long. 76°00'30" W; to Lat. 39°19'47" N, Long. 76°11'34" W; to Lat. 39°12'10" N, Long. 76°16'30" W; to Lat. 39°12'45" N, Long. 76°22'30" W; to Lat. 39°17'30" N, Long. 76°19'45" W; to Lat. 39°18'30" N, Long. 76°22'00" W; to Lat. 39°22'00" N, Long. 76°22'00" W; to Lat. 39°23'28" N, Long. 76°20'40" W; to Lat. 39°26'10" N, Long. 76°14'50" W; to Lat. 39°27'00" N, Long. 76°12'30" W; to the point of beginning.

Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding General, Aberdeen Proving Ground, Md.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-4002 Bloodsworth Island, Md.

Boundaries. Beginning at Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°08'50" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. From sunrise to 2400 hours, local time, daily, other times as specified in a NOTAM issued 48 hours in advance.
Using agency. Commander, Amphibious Training Forces Atlantic, U. S. Amphibious Base, Little Creek, Va.

R-4005 Patuxent River, Md.

Boundaries. Beginning at latitude 38°05'40" N., longitude 76°33'32" W.; to latitude 38°11'10" N., longitude 76°25'10" W.; to latitude 38°18'20" N., longitude 76°17'05" W.; to latitude 38°18'26" N., longitude 76°14'30" W.; to latitude 38°13'00" N., longitude 76°11'20" W.; to latitude 38°08'00" N., longitude 76°08'50" W.; to latitude 37°55'15" N., longitude 76°02'30" W.; to latitude 37°53'10" N., longitude 76°14'00" W.; to the point of beginning.

Designated altitudes. Surface to FL 850.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed)

R-4006 Patuxent River, Md.

Boundaries. Beginning at latitude 38°41'15" N., longitude 75°46'00" W.; to latitude 38°32'30" N., longitude 75°43'45" W.; to latitude 38°19'00" N., longitude 75°37'00" W.; along the Pennsylvania Railroad to latitude 38°12'30" N., longitude 75°41'30" W.; to latitude 38°02'30" N., longitude 75°52'30" W.; to latitude 37°55'00" N., longitude 75°52'30" W.; to latitude 37°46'39" N., longitude 75°57'43" W.; clockwise along the arc of a 5-nautical mile radius centered at latitude 37°47'54" N., longitude 76°03'48" W.; to latitude 37°45'00" N., longitude 76°08'51" W.; to latitude 37°45'00" N., longitude 76°23'30" W.; to latitude 37°50'30" N., longitude 76°32'00" W.; to latitude 38°05'10" N., longitude 76°34'15" W.; to latitude 38°11'10" N., longitude 76°25'10" W.; to latitude 38°30'00" N., longitude 76°04'00" W.; to latitude 38°36'00" N., longitude 75°55'30" W.; along the Pennsylvania Railroad to point of beginning, excluding R.4002, R-4005 and R-6609.

Designated altitudes. 3,500 feet MSL to FL 850.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding Officer, NAS, Patuxent River, Md.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed)

R-4007 Patuxent River, Md.

Boundaries. Beginning at Lat. 38°21'00" N, Long. 76°14'00" W; to Lat. 38°11'10" N, Long. 76°25'10" W; to Lat. 38°05'10" N, Long. 76°34'05" W; to Lat. 38°15'00" N, Long. 76°36'35" W; to Lat. 38°17'25" N, Long. 76°33'00" W; to Lat. 38°25'40" N, Long. 76°23'35" W; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS 4/20/67 32 F. R. 6556 (Changed)

§ 73.41 Massachusetts

R-4101 Camp Edwards, Mass.

Boundaries. A circle with a 3-mile radius centered at latitude 41°43'30" N., longitude 70°32'30" W.; excluding the portion NW of a line extending from latitude 41°44'30" N., longitude 70°35'45" W.; to latitude 41°45'07" N., longitude 70°34'30" W.; to latitude 41°45'53" N., longitude 70°33'47" W., and excluding the portion SE of a line extending from latitude 41°40'54" N., longitude 70°32'52" W.; to latitude 41°42'02" N., longitude 70°31'37" W.; to latitude 41°41'42" N., longitude 70°30'55" W.; to latitude 41°42'20" N., longitude 70°30'16" W.; to latitude 41°42'42" N., longitude 70°30'51" W.; to latitude 41°44'17" N., longitude 70°29'11" W.

Designated altitudes. Surface to 9,000 feet MSL.

Time of designation. From 0600 to 1800 hours local time, daily, other times as specified in a NOTAM issued 48 hours in advance.

Controlling agency. Federal Aviation Administration, Otis Approach Control.

Using agency. Commanding Officer, Camp Edwards, Mass.

AMENDMENTS 4/27/67 32 F. R. 3739 (Rewritten); 4/1/67 32 F. R. 5769 (Changed)

R-4103 Falmouth, Mass. (Otis AFB), Restricted Area/Military Climb Corridor.

Boundaries. That area within the United States from a point of beginning at latitude 41°41'35" N., longitude 70°29'05" W., centered on Otis AFB TACAN 033° radial, extending to a point 30 nmi northeast, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes.

Surface to flight level 240 from point of beginning to 2 nmi NE.
1,000 feet MSL to flight level 240 from 2 to 3 nmi NE of point of beginning.
2,000 feet MSL to flight level 240 from 3 to 6 nmi NE of point of beginning.
5,000 feet MSL to flight level 240 from 6 to 11 nmi NE of point of beginning.
10,000 feet MSL to flight level 240 from 11 to 15 nmi NE of point of beginning.
14,000 feet MSL to flight level 240 from 15 to 19 nmi NE of point of beginning.
16,000 feet MSL to flight level 240 from 19 to 25 nmi NE of point of beginning.
FL 200 to flight level 240 from 25 to 30 nmi NE of point of beginning.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Otis Approach Control.

Using agency. Commander, Otis AFB, Mass.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-4105 No Man's Land Island, Mass.

Boundaries. A circular area with a 3-mile radius centered at Lat. 41°15'30" N, Long. 70°48'40" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. 0700 to 2400 EST.
Controlling agency. Federal Aviation Administration, Quonset Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-4106 North Eastham, Mass.

Boundaries. A circular area with a 2-mile radius centered at Lat. 41°51'00" N, Long. 70°03'00" W.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. 0800 to 2400 EST.
Controlling agency. Federal Aviation Administration, Otis Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.42 Michigan

R-4201 Camp Grayling, Mich.

Boundaries. Beginning at Lat. 44°54'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°37'00" W; to Lat. 44°54'00" N, Long. 84°37'00" W; to the point of beginning.
Designated altitudes. The area N of Lat. 44°47'00" N, surface to 29,000 feet MSL June 1 through August 31; Surface to 20,000 feet MSL September 1 through May 31. The area S of Lat. 44°47'00" N, surface to 9,000 feet MSL.
Time of designation. The area N of Lat. 44°47'00" N, continuous June 1 through August 31; sunrise to sunset September 1 through May 31. The area S of Lat. 44°47'00" N, continuous June 1 through August 31.
Controlling agency. Federal Aviation Administration, Traverse City Flight Service Station.
Using agency. Adjutant General, State of Michigan, Lansing, Mich.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-4202 Lake Margrethe, Mich.

Boundaries. Beginning at latitude 44°36'45" N., longitude 84°51'00" W.; to latitude 44°36'45" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°50'00" W.; to latitude 44°35'00" N., longitude 84°51'00" W.; to the point of beginning.
Designated altitudes. Surface to 8,200 feet MSL.
Time of designation. June 1 through August 31, with specific dates to be published by NOTAM.
Using agency. Adjutant General, State of Michigan, Lansing, Mich.

R-4203 Mount Clemens, Mich. (Selfridge AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 42° 39' 35" N., longitude 82° 50' 05" W., the area centered on a bearing therefrom of 008°, extending to a point 30 nmi N, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
Surface to flight level 240 from the point of beginning to 3 nmi N.
2,000 feet MSL to flight level 240 from 3 nmi to 6 nmi N of the point of beginning.
5,000 feet MSL to flight level 240 from 6 nmi to 10 nmi N of the point of beginning.
9,000 feet MSL to flight level 240 from 10 nmi to 15 nmi N of the point of beginning.
14,000 feet MSL to flight level 240 from 15 nmi to 21 nmi N of the point of beginning.
17,000 feet MSL to flight level 240 from 21 nmi to 26 nmi N of the point of beginning.
FL 200 to flight level 240 from 26 nmi to 30 nmi N of the point of beginning.
Time of designation. Continuous.
Using agency. Selfridge AFB Approach Control.

R-4204 Oscoda, Mich. (Wurtsmith AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 44° 25' 30" N., longitude 83° 27' 10" W., the area centered on a bearing therefrom of 238°, extending to a point 30 nmi SW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes.
Surface to flight level 270 from the point of beginning to 3 nmi SW.
2,000 feet MSL to flight level 270 from 3 nmi to 6 nmi SW of the point of beginning.
5,000 feet MSL to flight level 270 from 6 nmi to 11 nmi SW of the point of beginning.
10,000 feet MSL to flight level 270 from 11 nmi to 15 nmi SW of the point of beginning.
14,000 feet MSL to flight level 270 from 15 nmi to 20 nmi SW of the point of beginning.
17,000 feet MSL to flight level 270 from 20 nmi to 25 nmi SW of the point of beginning.
FL 200 to flight level 270 from 25 nmi to 30 nmi SW of the point of beginning.

Time of designation. Continuous.

Using agency. Wurtsmith AFB Approach Control.

R-4205 Sault Ste. Marie, Mich. (Kincheloe AFB); Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 46° 11' 57" N., longitude 84° 25' 46" W., the area centered on a bearing therefrom of 150°, extending to a point 30 nmi SE, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes:
Surface to flight level 270 from the point of beginning to 3 nmi SE.
2,000 feet MSL to flight level 270 from 3 to 5 nmi SE of the point of beginning.
4,000 feet MSL to flight level 270 from 5 to 9 nmi SE of the point of beginning.
8,000 feet MSL to flight level 270 from 9 to 15 nmi SE of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 24 nmi SE of the point of beginning.
FL 190 to flight level 270 from 24 to 30 nmi SE of the point of beginning.

Time of designation. Continuous.

Using agency. Kincheloe AFB Approach Control.

R-4207 Upper Lake Huron, Mich.

Boundaries. Beginning at latitude 45°17'00" N., longitude 83°00'00" W.; to latitude 45°20'24" N., longitude 82°31'18" W.; along the United States-Canadian Border to latitude 44°31'00" N., longitude 82°19'54" W.; to latitude 44°27'42" N., longitude 82°47'08" W.; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. 0600 to 2200 e.s.t., April 1 through October 31; 0800 to 1600 e.s.t. Thursday through Sunday, November 1 through March 31.

Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.

Using agency. Commander, Permanent Field Training Site Detachment, Phelps-Collins ANGB, Alpena, Mich.

AMENDMENTS 4/1/67 32 F. R 5769 (Changed)

R-4208 Marquette, Mich. (K. I. Sawyer AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 46° 24' 13" N., longitude 87° 23' 04" W., the area centered on a bearing therefrom of 009°, extending to a point 30 nmi, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes:
Surface to flight level 270 from the point of beginning to 3 nmi N.
3,000 feet MSL to flight level 270 from 3 to 4 nmi N of the point of beginning.
4,000 feet MSL to flight level 270 from 4 to 6 nmi N of the point of beginning.
6,000 feet MSL to flight level 270 from 6 to 9 nmi N of the point of beginning.
9,000 feet MSL to flight level 270 from 9 to 15 nmi N of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 24 nmi N of the point of beginning.
FL 200 to flight level 270 from 24 to 30 nmi N of the point of beginning.
20,000 feet MSL to flight level 270 from 24 to 30 nmi N of the point of beginning.

Time of designation. Continuous.

Using agency. K. I. Sawyer AFB Approach Control.

§ 73.43 Minnesota

R-4301 Camp Ripley, Minn.

Boundaries. Beginning at latitude 46°18'54" N., longitude 94°29'02" W.; thence along the S bank of the Crow Wing River and the W bank of the Mississippi River to latitude 46°06'22" N., longitude 94°21'10" W.; to latitude 46°06'22" N., longitude 94°26'06" W.; to latitude 46°08'39" N., longitude 94°26'06" W.; to latitude 46°08'39" N.; to longitude 94°30'00" W.; to latitude 46°18'18" N., longitude 94°30'00" W.; to the point of beginning.

Designated altitudes and time of designation. Surface to 27,000 feet m.s.l., May 1 through October 31; and surface to 14,500 feet m.s.l., Saturday and Sunday, November 1 through April 30.

Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.

Using agency. Commanding Officer, Camp Ripley, Minn.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-4305 Lake Superior, Minn.

Boundaries. Beginning at latitude 47°45'00" N., longitude 90°05'00" W.; to latitude 47°45'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 90°05'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. 0001 c.s.t. Monday to 2400 c.s.t. Friday.

Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.

Using agency. Commander, Second Air Force, Barksdale AFB, Louisiana.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.44 Mississippi

R-4401 Camp Shelby, Miss.

Boundaries. Beginning at latitude 31°12'54" N.; longitude 89°11'03" W.; to latitude 31°11'48" N.; longitude 89°00'00" W.; to latitude 31°10'15" N.; longitude 88°56'34" W.; to latitude 31°09'10" N.; longitude 88°56'34" W.; thence southwest along Mississippi State Highway No. 15 to latitude 31°04'36" N.; longitude 88°59'24" W.; to latitude 31°04'36" N.; longitude 89°11'03" W.; to point of beginning.

Designated altitudes. Subarea A, surface to 4,000 feet MSL. Subarea B, 4,000 feet MSL to 18,000 feet MSL. Subarea C, 18,000 feet MSL to 29,000 feet MSL.

Time of designation. As activated by NOTAMs at least 24 hours in advance. NOTAMs to contain information concerning deactivation of area.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Adjutant General, State of Mississippi, Jackson, Miss.

AMENDMENTS 4/1/67 32 F. R 5769 (Changed)

R-4403 Gainesville, Miss.

Boundaries. Beginning at latitude 30°21'02" N., longitude 89°36'53" W.; to latitude 30°22'33" N., longitude 89°36'53" W.; to latitude 30°22'34" N., longitude 89°34'05" W.; to latitude 30°21'03" N., longitude 89°34'04" W.; to the point of beginning.

Altitudes. From surface to 5,000 feet MSL.

Time of use. Continuous.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Manager, Mississippi Test Operations, National Aeronautics and Space Administration, Bay St. Louis, Miss.

Amendments 4/1/67 32 F. R. 5769 (Changed)

§ 73.45 Missouri

R-4501A Fort Leonard Wood West, Mo.

Boundaries. Beginning at latitude 37°41'06" N., longitude 92°09'17" W.; to latitude 37°38'15" N., longitude 92°09'17" W.; to latitude 37°37'10" N., longitude 92°13'45" W.; to latitude 37°37'10" N., longitude 92°15'06" W.; to latitude 37°38'42" N., longitude 92°15'06" W.; to latitude 37°41'07" N., longitude 92°14'23" W.; to the point of beginning.
Designated altitudes. Monday through Friday, surface to 2,200 feet MSL; Saturday and Sunday, surface to 11,200 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commanding General, Fort Leonard Wood, Mo.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 5/25/67 32 F. R. 6346 (Changed)

R-4501B Fort Leonard Wood East, Mo.

Boundardies. Beginning at latitude 37°43'00" N., longitude 92°06'55" W.; to latitude 37°42'11" N., longitude 92°06'14" W.: to latitude 37°39'07" N., longitude 92°06'17" W.; to latitude 37°38'15" N., longitude 92°09'17" W.; to latitude 37°43'02 N., longitude 92°09'17" W.; to the point of beginning.
Designated altitudes.
The area north of a line between latitude 37°42'51" N., longitude 92°06'47" W.; and latitude 37°42'53" N., longitude 92°09'17" W. surface to 1,500 feet MSL.
The area south of this line, surface to 2,200 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commanding General, Fort Leonard Wood, Mo.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.46 Montana

§ 73.47 Nebraska

§ 73.48 Nevada

R-4802 Lone Rock, Nev.

Boundaries. A circular area with a 3-mile radius centered at Lat. 39°52'36" N, Long. 118°20'47" W.
Designated altitudes. Surface to 8,000 feet MSL.
Time of designation. Monday through Saturday.
Using agency. Commander, Fleet Air, Alameda, Calif.

R-4803 Fallon, Nev.

Boundaries. A 3-nautical mile radius circle centered at Lat. 39°20'40" N, Long. 118°52'15" W; and within 3 nautical miles W and 2 nautical miles E of a line extending 349.5° True from the center to 15 nautical miles NNW.
Designated altitudes. Surface to 8,000 feet MSL N, and surface to 18,000 feet MSL S of a line extending from Lat. 39°27'40" N, Long. 118°57'55" W; to Lat. 39°30'20" N, Long. 118°51'55" W.
Time of designation. Continuous, Monday through Saturday.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-4804 Twin Peaks, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°13'00" N, Long. 118°12'42" W; and a 3-nautical mile radius circle centered at Lat. 39°14'15" N, Long. 118°17'30" W.
Designated altitudes: Surface to FL 240.
Time of designation. Continuous, Monday through Saturday.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-4806 Las Vegas, Nev.

Boundaries: Beginning at latitude 37°17'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°23'00" W.; to latitude 36°35'00" N., longitude 115°37'00" W.; to latitude 36°35'00" N., longitude 115°53'00" W.; to latitude 36°36'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°35'00" W.; to latitude 37°17'00" N., longitude 115°35'00" W.; to point of beginning.
Designated altitudes: Surface to unlimited, Monday through Saturday; Sunday from 13,000 feet MSL to unlimited.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency: Commander, Nellis AFB, Nev.

AMENDMENTS 4/27/67 32 F. R. 4406 (Rewritten); 4/1/67 32 F. R. 5769 (Changed)

R-4807 Tonopah, Nev.

Boundaries. Beginning at latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°26'30" N., longitude 117°04'30" W.; to latitude 37°53'00" N., longitude 117°01'00" W.; to latitude 37°53'00" N., longitude 116°55'00" W.; to latitude 37°47'00" N., longitude 116°55'00" W.; to latitude 37°33'00" N., longitude 116° 43'00" W.; to latitude 37°33'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°16' 00" N., longitude 116°34'00" W.; to the point of beginning.
Designated altitudes. Unlimited Monday through Saturday. Sunday from 13,000 feet MSL to unlimited.
Time of designation. Continuous.
Using agency. Commander, Nellis AFB, Nev.

R-4808 Las Vegas, Nev.

Boundaries. Beginning at latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 36°41'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to latitude 37°16'00" N., longitude 116° 00'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 115°35'00" W.; to latitude 37°06"00" N., longitude 115°35'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Las Vegas, Nevada.

R-4809 Tonopah, Nev.

Boundaries. Beginning at Lat. 37°53'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116° 26'00" W; to Lat. 37°33'00" N, Long. 116°43'00" W; to Lat. 37°47'00" N, Long. 116°55'00" W; to Lat. 37°53'00" N, Long. 116°55'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Albuquerque, N. Mex.

R-4810 Desert Mountains, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°10'00" N, Long. 118°37'30" W; and a 3-nautical mile radius circle centered at Lat. 39°09'15" N, Long. 118°42'20" W.
Designated altitudes: Surface to flight level 240.
Time of designation. Continuous, Monday through Saturday.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-4811 Hawthorne, Nev.
Boundaries. A 1½-nautical-mile radius circle centered at latitude 38°14'45" N., longitude 118°38'15" W.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. 0800 to 1500 local time, Monday through Friday.
Using agency. Commanding Officer, Naval Ammunition Depot, Hawthorne, Nev.

R-4812 Sand **Springs, Nev.**
Boundaries: That area within 5-nautical miles either side of a line extending from latitude 39°10'00" N., longitude 118°37'30" W.; to latitude 39°13'00" N., longitude 118°12'42" W.; and bounded on the east by R-4804 and bounded on the west by R-4810.
Designated altitudes: Surface to FL 240.
Time of Designation: Continuous, Monday through Saturday.
Controlling agency: Oakland ARTC Center.
Using agency: Commander Fleet Air, Alameda.

R-4813 Carson **Sink, Nev.**
Boundaries: That area surrounding R-4802 from latitude 39°51'00" N., longitude 118°38'00" W.; to latitude 40° 01'00" N., longitude 118°15'00" W.; to latitude 40°01'00" N., longitude 118°01'00" W.; to latitude 39°52'36" N., longitude 118°01'00" W.; thence via the arc of a 15-nautical mile radius circle centered at latitude 39°52'36" N., longitude 118°20'27" W.; to latitude 39°45'50" N., longitude 118°38'00" W.; to point of beginning.
Designated altitude: Surface to FL 240.
Time of designation: Sunrise to sunset Monday through Saturday.
Controlling agency: Oakland ARTC Center.
Using agency: Commander Fleet Air, Alameda.

R-4814A Tonopah, Nev.
Boundaries: Beginning at latitude 37°53'00" N., longitude 116°50'15" W.; thence clockwise via the arc of a circle with a 27-statute mile radius centered at latitude 37°47'00" N., longitude 116°21'30" W.; to latitude 37°40'30" N., longitude 115°53'00" W.; to latitude 37°42'00" N., longitude 115°53'00" W; to latitude 37°42'00" N., longitude 116°11'00" W.; to latitude 37°53'00" N., longitude 116°11'00" W.; to point of beginning.
Designated altitudes: Surface to FL 240.
Time of designation: Monday through Saturday, as published by NOTAM issued at least 48 hours in advance and upon termination of use.
Controlling agency: Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency: Manager, Atomic Energy Commission, Albuquerque, N. Mex.

AMENDMENT 8/17/67 32 F. R. 10507 (Added)

R-4814B Tonopah, Nev.
Boundaries: Beginning at latitude 38°10'30" N., longitude 116°21'30" W.; thence clockwise via the arc of a circle with a 36 statute mile radius centered at latitude 37°53'30" N., longitude 115°48'20" W.; to latitude 37°24'00" N., longitude 115°35'00" W.; to latitude 37°28'00" N., longitude 115°35'00" W.; to latitude 37°28'00" N., longitude 115°48'00" W.; to latitude 37°33'00" N., longitude 115°48'00" W.; to latitude 37°33'00" N., longitude 115°53'00" W.; to latitude 37°40'30" N., longitude 115°53'00" W.; thence counterclockwise via the arc of a circle with a 27 statute mile radius centered at latitude 37°47'00" N., longitude 116°21'30" W.; to point of beginning.
Designated altitudes: Surface to FL 240.
Time of designation: Monday through Saturday, as published by NOTAM issued at least 48 hours in advance and upon termination of use.
Controlling agency: Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency: Manager, Atomic Energy Commission, Albuquerque, N. Mex.

AMENDMENT 8/17/67 32 F. R. 10507 (Added)

§ 73.49 New Hampshire

R-4902 **Nashua, N. H. (Temporary)**

Boundaries. Beginning at latitude 43°07'30" N., longitude 71°47'00" W.; to latitude 42°56'30" N., longitude 71°33'00" W.; to latitude 42°51'30" N., longitude 71°41'00" W.; to latitude 43°03'00" N., longitude 71°55'00" W.; to the point of beginning.
Designated altitudes. 1,500 feet AGL to FL 200.
Time of designation: 0900 local time to sunset, November 4, 1965, through January 31, 1968.
Controlling agency. Federal Aviation Administration, Boston ARTC Center.
Using agency. Commander, Operational Test and Evaluation Force, Norfolk, Va.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 8/22/67 32 F. R. 12556 (Changed)

§ 73.50 New Jersey

R-5001 Fort Dix, N. J.

Subarea A

Boundaries: Beginning at latitude 40°02'45" N., longitude 74°27'00" W.; to latitude 40°00'00" N., longitude 74°26'20" W.; to latitude 39°59'00" N., longitude 74°25'08" W.; to latitude 39°58'00" N., longitude 74°25'00" W.; to latitude 39°58'45" N., longitude 74°28'00" W.; to latitude 39°58'45" N., longitude 74°31'25" W.; to latitude 39°59'15" N., longitude 74°33'30" W.; to latitude 40°01'53" N., longitude 74°33'30" W.; to latitude 40°02'45" N., longitude 74°32'30" W.; to the point of beginning.

Designated altitudes: Surface to and including 4,000 feet MSL.

Time of designation: Continuous.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency: Commanding General, Fort Dix, N. J.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

Subarea B

Boundaries: Beginning at latitude 40°02'45" N., longitude 74°27'00" W.; to latitude 40°00'00" N., longitude 74°26'20" W.; to latitude 39°59'00" N., longitude 74°25'08" W.; to latitude 39°58'00" N., longitude 74°25'00" W.; to latitude 39°58'45" N., longitude 74°28'00" W.; to latitude 39°58'45" N., longitude 74°31'25" W.; to latitude 40°01'53" N., longitude 74°33'30" W.; to latitude 40°02'45" N., longitude 74°32'30" W.; to the point of beginning.

Designated altitudes: From 4,000 feet MSL to and including 8,000 feet MSL.

Time of designation: Continuous, sunrise Friday to sunset Sunday, other times by NOTAM, 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency: Commanding General, Fort Dix, N. J.

AMENDMENTS 3/30/67 32 F. R. 2370 (Rewritten); 4/1/67 32 F. R. 5769 (Changed)

R-5002 Warren Grove, N. J.

Boundaries. Beginning at lat. 39°46'10" N., long. 74°20'14" W; to lat. 39°43'15" N., long. 74°17'30" W.; to latitude 39°38'50" N., longitude 74°23'45" W.; to lat. 39°39'50" N, long. 74°25'52" W; to lat. 39° 43'58" N, Long. 74°24'13" W; to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL, except surface to 4,000 feet MSL for the portion N of Lat. 39°45'00" N; surface to 9,000 feet MSL SE of a line between Lat. 39°43'45" N, Long. 74°18'00" W, and Lat. 39°39'00" N, Long. 74°24'10" W.

Time of designation: Sunrise to Sunset.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 4/27/67 32 F. R. 5253 (Changed)

§ 73.51 New Mexico

R-5101 Los Alamos, N. Mex.

Boundaries. Beginning at Lat. 35°45'15" N, Long. 106°15'12" W; to Lat. 35°50'03" N, Long. 106° 21'36" W; to Lat. 35°52'22" N, Long. 106°20'42" W; to Lat. 35°52'52" N, Long. 106°16'48" W; to Lat. 35°52'30" N, Long. 106°14'48" W; to Lat. 35°48'35" N, Long. 106°14'48" W; to Lat. 35°47'05" N, Long. 106°12'06" W; to the point of beginning.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Los Alamos, N. Mex.

R-5103A McGregor, N. Mex.

Boundaries. Beginning at latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°45'00" N., longitude 105°52'20" W.; to latitude 32°35'00" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°00'15" N., longitude 105°56'40" W.; to latitude 32°00'30" N., longitude 106° 10'25" W.; to latitude 32°05'20" N., longitude 106°09'20" W.; to latitude 32°06'00" N., longitude 106°15'30" W.; along the Southern Pacific Railroad to latitude 32°28'00" N., longitude 106°02'00" W.; to latitude 32° 27'40" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to the point of beginning, excluding that airspace within a two nautical mile radius of latitude 32°39'40" N., longitude 105°40'00" W.; from the surface to 1,500 feet above the surface.

Designated altitude. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Texas.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5103B McGregor, N. Mex.

Boundaries. Beginning at latitude 32°45'00" N., longitude 105°52'20" W.; to latitude 32°45'00" N., longitude 105°30'00" W.; to latitude 32°35'00" N., longitude 105°30'00" W.; to the point of beginning.

Designated altitudes. 20,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5104 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°25'25" N., longitude 103°40'00" W; to latitude 34°10'00" N., longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°55'00" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commander, Cannon AFB, N. Mex.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5105 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°39'00" N., longitude 103°55'00" W.; to latitude 34°39'00" N., longitude 103°40'00" W.; to latitude 34°25'25" N., longitude 103°40'00" W.; to latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commander, Cannon AFB, N. Mex.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5106 Orogrande, N. Mex.

Boundaries. Beginning at latitude 32°36'00" N., longitude 106°00'00" W.; to latitude 32°27'40" N., longitude 106°00'00" W.; to latitude 32°28'00" N., longitude 106°02'00" W.; along the Southern Pacific Railroad to latitude 32°06'15" N., longitude 106°15'15" W.; to latitude 32°06'30" N., longitude 106°17'15" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to the point of beginning.

Designated altitudes. From 10,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Texas.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5107A White Sands Proving Grounds, N. Mex.

Boundaries. Beginning at latitude 32°23'18" N., longitude 106°07'03" W.; to latitude 32°05'00" N., longitude 106°18'20" W.; to latitude 32°05'00" N., longitude 106°29'00" W.; to latitude 32°06'20" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°39'00" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°24'48" N., longitude 106°09'00" W.; to the point of beginning.

Designated altitude. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Texas.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5107B White Sands Proving Grounds, N. Mex.

Boundaries: Beginning at latitude 33°44'45" N., longitude 106°04'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°23'18" N., longitude 106°07'03" W.; to latitude 32°24'48" N., longitude 106°09'00" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to latitude 33°49'45" N., longitude 106°45'20" W.; to latitude 33°49'30" N., longitude 106°16'30" W.; thence along the south side of U. S. Highway 380 to the point of beginning. The airspace in R-5107D is excluded.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Using agency. Commander, Holloman AFB, New Mexico.

AMENDMENTS 7/20/67 32 F. R. 8024 (Changed)

R-5107C White Sands Proving Grounds, N. Mex.

Boundaries: Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 33°44'45" N., longitude 106°04'00" W.; thence along the south side of U. S. Highway 380 to latitude 33°49'30" N., longitude 106°16'30" W.; to latitude 33°49'45" N., longitude 106°45'20" W.; to latitude 34°15'45" N., longitude 106°40'30" W.; to latitude 34°17'00" N., longitude 106°12'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commander, Holloman AFB, New Mexico.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5107D White Sands Proving Grounds, N. Mex.

Boundaries: Beginning at latitude 33°11'00" N., longitude 106°04'00" W.; to latitude 33°11'00" N., longitude 106°17'00" W.; to latitude 33°04'00" N., longitude 106°21'00" W.; to latitude 32°34'00" N., longitude 106°15'00" W.; to latitude 32°34'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to point of beginning.

Designated altitudes: Surface to 22,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Albuquerque, ARTC Center.

Using agency: Commander, Holloman AFB, N. Mex.

AMENDMENTS 7/20/67 32 F. R. 8024 (Added)

R-5109A White Sands, N. Mex.

Boundaries. Beginning at latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.

Designated altitudes. From 24,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5109B White Sands, N. Mex.

Boundaries. Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 34°17'00" N., longitude 105°51'00" W.; to latitude 33°57'00" N., longitude 105°27'00" W.; to latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.

Designated altitudes. From 24,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commander, Holloman Air Force Base, New Mexico.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5111A Elephant Butte, N. Mex. (East).

Boundaries. Beginning at latitude 33°00'00" N., longitude 106°49'00" W.; to latitude 33°00'00" N., longitude 107°00'00" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°35'00" N., longitude 106°48'00" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous, following issuance of NOTAM by using agency at least 12 hours in advance.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 7/28/67 32 F. R. 11024 (Changed)

R-5111B Elephant Butte, N. Mex. (West).

Boundaries. Beginning at latitude 33°00'00" N., longitude 106°49'00" W.; to latitude 32°43'00" N., longitude 106°45'00" W.; to latitude 32°47'00" N., longitude 107°06'00" W.; to latitude 33°00'00" N., longitude 107°13'00" W.; to latitude 33°21'00" N., longitude 107°08'00" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°00'00" N., longitude 107°00'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation: Continuous, following issuance of NOTAM by using agency at least 12 hours in advance.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 7/28/67 32 F. R. 11024 (Changed)

R-5112 Magdalena, New Mexico.

Boundaries. Beginning at latitude 34°33'00" N., longitude 107°41'00" W.; to latitude 34°30'00" N., longitude 107°25'00" W.; to latitude 34°16'00" N., longitude 107°17'00" W.; to latitude 34°02'00" N., longitude 107°28'00" W.; to latitude 33°53'00" N., longitude 107°55'00" W.; to latitude 33°54'00" N., longitude 108°10'00" W.; to latitude 34°09'00" N., longitude 108°18'00" W.; to latitude 34°25'00" N., longitude 108° 03'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation: Continuous, following issuance of NOTAM by using agency at least 12 hours in advance.

Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 7/28/67 32 F. R. 11024 (Changed)

§ 73.52 New York

R-5201 Camp Drum, N. Y.

Boundaries. Beginning at Lat. 44°15'00" N, Long. 75°31'30" W; to Lat. 44°11'15" N, Long. 75°25' 00" W; to Lat. 44°03'00" N, Long. 75°33'30" W; to Lat. 44°03'15" N, Long. 75°37'39" W; to Lat. 44° 06'44" N, Long. 75°43'54" W; to the point of beginning.

Designated altitudes. Surface to 23,000 feet MSL, April 1 through September 30; surface to 20,000 feet MSL, October 1 through March 31.

Time of designation. Continuous April 1 through September 30 and 0600 through 1800 hours local time, October 1 through March 31; other times by NOTAM 48 hours in advance.

Using agency. Commanding Officer, Camp Drum, N. Y.

R-5202 Gardiner's Island, N. Y.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 41°08'30" N, Long. 72° 08'50" W.

Designated altitudes: Surface to 10,000 feet MSL, inclusive.

Time of designation: 0900 to 1800 local time, April 15 through October 14; 0900 to 1600 local time, October 15 through April 14.

Controlling agency: FAA, New York ARTC Center.

Using agency: Commander, Suffolk Air Force Base, N. Y.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 7/20/67 32 F. R. 8710 (Changed)

R-5203 Oswego, N. Y.

Boundaries. Beginning at Lat. 43°37'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 76°45' 00" W; to Lat. 43°24'00" N, Long. 78°00'00" W; to Lat. 43°37'00" N, Long. 78°00'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 320.

Time of designation. Sunrise to sunset, April 1 through December 31.

Using agency. Commander, Air National Guard Base, Niagara Falls Municipal Airport, Niagara Falls, N. Y., Phone: BUtler 5-6691, Extension 497.

R-5204 Rome, N. Y. (Griffiss AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 43°16'05" N., longitude 75°27'20" W., the area centered on a bearing therefrom of 314°, extending to a point 30 nmi northwest, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes.

Surface to flight level 240 from point of beginning to 3 nmi northwest.
2000 feet MSL to flight level 240 from 3 to 6 nmi northwest of point of beginning.
5,000 feet MSL to flight level 240 from 6 to 11 nmi northwest of point of beginning.
10,000 feet MSL to flight level 240 from 11 to 15 nmi northwest of point of beginning.
14,000 feet MSL to flight level 240 from 15 to 19 nmi northwest of point of beginning.
16,000 feet MSL to flight level 240 from 19 to 25 nmi northwest of point of beginning.
FL 200 to flight level 240 from 25 to 30 nmi northwest of point of beginning.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Griffiss Approach Control.

Using agency. Commander, Griffiss AFB, N. Y.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5205 Westhampton Beach, N. Y. (Suffolk AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 40°52'19" N., longitude 72°35'45" W., the area centered on the Suffolk Air Force Base TACAN 040° True radial, extending to a point 30 nmi northeast, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes.
Surface to flight level 240 from the point of beginning to 3 nmi northeast.
2,000 feet MSL to flight level 240 from 3 to 6 nmi northeast of the point of beginning.
5,000 feet MSL to flight level 240 from 6 to 11 nmi northeast of the point of beginning.
10,000 feet MSL to flight level 240 from 11 to 15 nmi northeast of the point of beginning.
14,000 feet MSL to flight level 240 from 15 to 19 nmi northeast of the point of beginning.
16,000 feet MSL to flight level 240 from 19 to 25 nmi northeast of the point of beginning.
FL 200 to flight level 240 from 25 to 30 nmi northeast of the point of beginning.

Time of designation. Continuous.

Using agency. Suffolk AFB Approach Control.

R-5206 West Point, N. Y.

Boundaries. Beginning at Lat. 41°19'40" N, Long. 74°03'33" W; to Lat. 41°19'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 73°58'58" W; to Lat. 41°22'40" N, Long. 73°58'58" W; along U. S. Highway No. 9W to Lat. 41°23'08" N, Long. 73°59'42" W; to Lat. 41°23'08" N, Long. 74°00'00" W; along New York State Highway No. 293 to Lat. 41°20'40" N, Long. 74°03'33" W; to the point of beginning.

Designated altitudes. Surface to 7,000 feet MSL.

Time of designation. 0600 to 2400 e.s.t., July 1 through August 31; 0600 to 2400 e.s.t., May 1 through June 30 by NOTAM 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency. Superintendent, United States Military Academy, West Point, N. Y.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5207 Romulus, N. Y.

Boundaries. A circular area with a radius of 1,350 feet centered at latitude 42°46'59" N., longitude 76°53'06" W.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. 0730 to 1815 local time, Monday through Friday.

Using agency. Commanding Officer, Seneca Army Depot, Romulus, N. Y.

§ 73.53 North Carolina

R-5301A Albemarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at latitude 36° 03' 30" N., longitude 76° 20' 00" W., excluding the airspace within R-5301B.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5301B Albemarle Sound, N. C.

Boundaries. A circular area within a 1½-nmi radius centered at latitude 36° 05' 25" N., longitude 76° 18' 30" W.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5302 Albemarle Sound, N. C.

Boundaries: Beginning at latitude 36°03'35" N., longitude 76°03'05" W.; to latitude 35°58'05" N., longitude 76°02'10" W.; to latitude 35°55'40" N., longitude 76°24'05" W.; to latitude 36°01'05" N., longitude 76°25'00" W, to point of beginning.

Designated altitudes: Surface to FL 200.

Time of Designation: 0800 hours to 2300 hours e.s.t.

Using Agency: Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5306A Cherry Point, N. C.

Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°18'15" N, Long. 76°16'40" W; to Lat. 35°04'30" N, Long. 76°04'30" W; to Lat. 34°46'45" N, Long. 76°24'45" W; to Lat. 34°45'10" N, Long. 76°40'30" W; to Lat. 34°41'50" N, Long. 76°56'20" W; to Lat. 34°37'30" N, Long. 76°56'20" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°34'30" N, Long. 77°09'00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; thence to point of beginning.

Designated altitudes. Surface to flight level 350.

Time of designation. Continuous.

Using agency. Commanding General Marine Corps Air Station, Cherry Point, N. C.

R-5306B Cherry Point, N. C.

Boundaries. Beginning at Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°34'30" N, Long. 77°09'00" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°30'20" N, Long. 77°15'50" W; to Lat. 34°33'00" N, Long. 77°19'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34°40'00" N, Long. 77°22'00" W; to Lat. 34°39'10" N, Long. 77°20'50" W; thence to point of beginning.

Designated altitudes. Surface to flight level 290.

Time of designation. Continuous.

Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

R-5306C Cherry Point, N. C.

Boundaries. Beginning at latitude 34°40'00" N., longitude 77°22'00" W.; to latitude 34°36'05" N., longitude 77°26'08" W.; to latitude 34°38'12" N., longitude 77°26'00" W.; to latitude 34°40'20" N., longitude 77°22'12" W.; to point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, U.S. Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS 4/19/67 32 F. R. 6128 (Changed)

R-5310 Currituck Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°10'28" N, Long. 75°45'04" W.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Elizabeth City, N. C., FSS.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5311 Fort Bragg, N. C.

Boundaries. Beginning at latitude 35°10'46" N., longitude 79°01'56" W.; to latitude 35°08'47" N., longitude 79°02'00" W.; to latitude 35°07'00" N., longitude 79°02'30" W.; to latitude 35°05'35" N., longitude 79°01'50" W.; to latitude 35°02'55" N., longitude 79°05'40" W.; to latitude 35°02'45" N., longitude 79°20'10" W.; to latitude 35°07'05" N., longitude 79°22'50" W.; to latitude 35°09'40" N., longitude 79°20'10" W.; thence along Little River to point of beginning.

Designated altitude. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Bragg, N. C.

R-5313 Long Shoal Point, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°32'48" N, Long. 75°41'26" W.

Designated altitudes. Surface to FL-400.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5314 Dare County, N. C.

Subarea A

Boundaries. Beginning at latitude 35°45'40" N., longitude 75°49'20" W.: to latitude 35°40'10" N., longitude 75°50'15" W.: to latitude 35°41'30" N., longitude 76°00'20" W.; to latitude 35°47'00" N., longitude 75°59'00" W: to the point of beginning.

Designated altitudes. Surface up to, but not including, flight level 240.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea B

Boundaries. Beginning at latitude 35°39'30" N., longitude 75°45'45" W.; to latitude 35°34'40" N., longitude 75°46'50" W.; to latitude 35°36'45" N., longitude 76°01'20" W.; to latitude 35°41'30" N., longitude 76°00'20" W.: to the point of beginning.

Designated altitudes. 500 feet above the surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea C.
Boundaries. Beginning at latitude 35°48'30" N., longitude 75°43'40" W.; to latitude 35°45'00" N., longitude 75°44'35" W.; to latitude 35°47'00" N., longitude 75°59'00" W.; to latitude 35°51'35" N., longitude 75°57'55" W.; to latitude 35°49'30" N., longitude 75°45'00" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea D.
Boundaries. Beginning at latitude 35°40'30" N., longitude 75°52'15" W.; to latitude 35°38'40" N., longitude 75°52'35" W.; to latitude 35°39'00" N., longitude 75°54'35" W.; to latitude 35°40'40" N., longitude 75°54'10" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea E.
Boundaries. Beginning at latitude 35°47'50" N., longitude 75°48'50" W.; to latitude 35°45'40" N., longitude 75°49'20" W.; to latitude 35°46'10" N., longitude 75°52'35" W.; to latitude 35°48'00" N., longitude 75°52'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea F.
Boundaries. Beginning at latitude 35°45'00" N., longitude 75°44'35" W.; to latitude 35°39'30" N., longitude 75°45'45" W.; to latitude 35°40'10" N., longitude 75°50'15" W.; to latitude 35°45'40" N., longitude 75°49'20" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface up to, but not including, flight level 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea G
Boundaries. Beginning at latitude 35°49'40" N., longitude 75°58'20" W.; to latitude 35°38'55" N., longitude 76°01'00" W.; to latitude 35°39'20" N., longitude 76°05'00" W.; to latitude 35°50'20" N., longitude 76°02'30" W.; to the point of beginning.
Designated altitudes. 200 feet above the surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea H
Boundaries. Beginning at latitude 35°50'20" N., longitude 76°02'30" W.; to latitude 35°39'20" N., longitude 76°05'00" W.; to latitude 35°40'25" N., longitude 76°12'25" W.; to latitude 35°51'25" N., longitude 76°10'05" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea J
Boundaries. Beginning at latitude 35°51'25" N., longitude 76°10'05" W.; to latitude 35°40'25" N., longitude 76°12'25" W.; to latitude 35°43'50" N., longitude 76°35'30" W.; to latitude 35°54'50" N., longitude 76°33'10" W.; to the point of beginning.
Designated altitudes. 1,000 feet above the surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.54 North Dakota

R-5402 **Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor**

Boundaries. From a point of beginning at latitude 48° 00' 43" N., longitude 97° 24' 03" W., the area centered on the 001° radial of the Grand Forks AFB TACAN, extending to a point 30 nmi N, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes:
Surface to 19,000 feet MSL from the point of beginning to 1 nmi N.
Surface to flight level 270 from 1 to 3 nmi N of the point of beginning.
2,000 feet MSL to flight level 270 from 3 to 4 nmi N of the point of beginning.
3,000 feet MSL to flight level 270 from 4 to 6 nmi N of the point of beginning.
5,000 feet MSL to flight level 270 from 6 to 11 nmi N of the point of beginning.
10,000 feet MSL to flight level 270 from 11 to 15 nmi N of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 19 nmi N of the point of beginning.
17,000 feet MSL to flight level 270 from 19 to 25 nmi N of the point of beginning.
FL 200 to flight level 270 from 25 to 30 nmi N of the point of beginning.

Time of designation. Continuous.

Using agency. Grand Forks AFB Approach Control.

§ 73.55 Ohio

R-5501 **Columbus. Ohio (Lockbourne AFB). Restricted Area/Military Climb Corridor.**

Boundaries. From a point of beginning at latitude 39°46'47" N., longitude 82°58'30" W., the area centered on a bearing therefrom of 233°, extending to a point 30 nmi SW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes.
Surface to 20,000 feet MSL from the point of beginning to 1 nmi SW.
Surface to flight level 240 from 1 to 3 nmi SW of the point of beginning.
2,000 feet MSL to flight level 240 from 3 to 6 nmi SW of the point of beginning.
5,000 feet MSL to flight level 240 from 6 to 11 nmi SW of the point of beginning.
10,000 feet MSL to flight level 240 from 11 to 15 nmi SW of the point of beginning.
14,000 feet MSL to flight level 240 from 15 to 19 nmi SW of the point of beginning.
16,000 feet MSL to flight level 240 from 19 to 25 nmi SW of the point of beginning.
FL 200 to flight level 240 from 25 to 30 nmi SW of the point of beginning.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Columbus Approach Control.

Using agency. Commander, Lockbourne AFB, Ohio.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5502 **Lacarne, Ohio**

Boundaries: Beginning at latitude 41°41'15" N., longitude 83°07'45" W.; to latitude 41°41'17" N., longitude 83°00'00" W.; to latitude 41°35'30" N., longitude 82°54'48" W.; to latitude 41°32'02" N., longitude 83°01'05" W., to latitude 41°36'54" N., longitude 83°07'45" W.; to the point of beginning.

Designated altitudes: April 1 to May 31 surface to and including 5,000 feet MSL; June 1 to July 31 surface to and including 23,000 feet MSL; and August 1 to November 30 surface to and including 5,000 feet MSL.

Time of designation: 0800 to 1600 local time Saturday and Sunday April 1 through May 31; 0800 to 1600 local time daily June 1 through July 31; 0800 to 1600 local time Saturday and Sunday August 1 through November 30; other dates, time and altitudes (not to exceed 23,000 feet MSL) by NOTAM, published at least 48 hours in advance.

Controlling agency: Federal Aviation Administration, Cleveland ARTC Center.

Using agency: The Adjutant General State of Ohio.

AMENDMENTS 12/7/67 32 F. R. 14648 (Changed)

R-5503 **Wilmington, Ohio**

Boundaries. Beginning at Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 38°48'30" N, Long. 83°02'00" W; to Lat. 38°58'30" N, Long. 84°05'00" W; to Lat. 39°12'30" N, Long. 84°05'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. 0800 to 2200 hours, local time, Monday through Saturday.

Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.

Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); **12/7/67** 32 F. R. 14757 (Changed)

R-5504 Wilmington, Ohio

Boundaries. Beginning at latitude 39°30'00" N., longitude 83°02'00" W.; to latitude 39°08'20" N., longitude 83°02'00" W.; to latitude 39°12'30" N., longitude 84°05'00" W.; to latitude 39°15'45" N., longitude 84°05'00" W.; to latitude 39°17'50" N., longitude 84°02'30" W.; to latitude 39°26'05" N., longitude 83°48'10" W.; to latitude 39°30'00" N., longitude 83°38'35" W.; to the point of beginning, excluding the portion that coincides with R-5501.

Designated altitudes. 3,000 feet MSL to flight level 600.

Time of designation. 0800 to 2200 hours, local time, Monday through Saturday.

Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.

Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 12/7/67 32 F. R. 14757 (Changed)
AMENDMENTS 12/7/67 32 F. R. 14757 (Changed)

R-5505 Lake Erie, Ohio

Boundaries: Beginning at latitude 41°44'48" N., longitude 83°10'00" W.; thence to latitude 41°47'18" N., longitude 83°10'00" W.; thence to latitude 41°49'00" N., longitude 83°05'50" W.; thence to latitude 41°46'15" N., longitude 83°00'00" W.; thence to latitude 41°44'48" N., longitude 83°00'00" W.; thence to the point of beginning.

Designated altitudes. Surface to 2,600 feet MSL.

Time of designation: 0800-2300 e.s.t., Wednesday through Saturday; 0800-1700 e.s.t., Sundays.

Controlling agency: Federal Aviation Administration, Cleveland Air Route Traffic Control Center.

Using agency: Commanding Officer, U. S. Naval Air Station, Grosse Ile, Mich.

AMENDMENTS 12/7/67 32 F. R. 14648 (Added); Corr: 32 F. R. 16098

§ 73.56 Oklahoma

R-5601A Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15 N., longitude 98°20'55" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°40'12" N., longitude 98° 26'17" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; thence counterclockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°26'46" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.

Designated altitude. Surface to 23,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Sill, Oklahoma.

R-5601B Fort Sill, Okla.

Boundaries Beginning at latitude 34°38'15" N., longitude 98°26'46" W.; thence clockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; to latitud [illegible]'12" N., longitude 98°26'17" W.; thence clockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°20'55" W.; thence to point of beginning.

Designated altitude. Surface to 23,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Sill, Okla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-5601C, Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.

Designated altitude. 23,000 feet MSL to 65,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.

Using Agency. Commanding General, Fort Sill, Okla.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.57 Oregon

R-5701 Boardman Oreg.

Boundaries and designated altitudes. A 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W., surface to flight level 230; within 3 nautical miles either side of the 093° and 263° bearings from the center of the circle extending to 11 nautical miles from the center, excluding the airspace within 5 statute miles of the 256° radial of the Pendleton, Oreg., VOR, 20,000 feet MSL to flight level 230; within 2 nautical miles N and 3 nautical miles S of the 082° bearing from the center of the circle extending to a line one nautical mile W of and parallel to Butter Creek, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the E extremity; within 3 nautical miles either side of the 234° bearing from the center of the circle extending to 10 nautical miles from the center, excluding the airspace within VOR Federal airway No. 112, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the SW extremity; within 3 nautical miles either side of the 270° bearing from the center of the circle extending to 15 nautical miles from the center, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the W extremity.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Seattle ARTC Center.

Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

AMENDMENTS 3/29/67 32 F. R. 5545 (Changed); 4/1/67 32 F. R. 5769 (Changed)

R-5704 Hermiston, Oreg.

Boundaries. Beginning at latitude 45°52'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°30'30" W.; to latitude 45°52'00" N.; longitude 119°30'30" W.; to point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0800 to 2000 Pst, Monday through Friday.

Using agency. Commanding Officer, Umatilla Ordnance Depot, Hermiston, Oreg.

§ 73.58 Pennsylvania

R-5801 Chambersburg, Pa.

Boundaries. The arc of a circle, having a 5,000-foot radius, centered at latitude 39°59'44" N., longitude 77°43'55" W.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 0800 to 1600 EST, Monday through Friday.

Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

AMENDMENTS 3/30/67 32 F. R 2699 (Changed)

R-5802 Indiantown Gap, Pa.

Boundaries. Beginning at latitude 40°28'45" N., longitude 76°35'30" W.; to latitude 40°26'05" N., longitude 76°35'30" W.; to latitude 40°24'55" N., longitude 76°36'55" W.; to latitude 40°23'45" N., longitude 76°43'11" W.; to latitude 40°24'20" N., longitude 76°44'40" W.; to latitude 40°28'45" N., longitude 76°37'40" W.; to the point of beginning.

Designated altitudes. Surface to 13,000 feet MSL.

Time of designation. 0630 to 2400 local time, June 1 through August 31; 0800-1800 local time, Saturday and Sunday February 15 through May 31; 0800-1800 local time, Saturday and Sunday September 1 through December 15. Other dates and times by NOTAM, issued at least 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency. Commanding General, Indiantown Gap Military Reservation, Annville, Pa.

AMENDMENTS 3/30/67 32 F. R. 3739 (Changed); 4/1/67 32 F. R. 5769 (Changed)

R-5803 Chambersburg, Pa.

Boundaries. A circular area with a 2,400-foot radius centered at Lat. 40°02'29" N, Long. 77°44'20" W.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 0800 to 1600 EST, Monday through Friday.

Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

§ 73.59 Rhode Island

§ 73.60 South Carolina

R-6001 Fort Jackson, S. C.

Boundaries. Beginning at Lat. 34°03'51" N, Long. 80°42'12" W; to Lat. 34°01'40" N, Long. 80°42'15" W; to Lat. 34°01'50" N, Long. 80°55'15" W; to Lat. 34°02'21" N, Long. 80°56'02" W; to Lat. 34°04'45" N, Long. 80°53'02" W; to Lat. 34°06'19" N, Long. 80°48'47" W; to Lat. 34°05'58" N, Long. 80°46'05" W; to the point of beginning.
Designated altitudes. Surface to 24,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commanding General, Fort Jackson, S. C.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6002 Poinsett-Sumter, S. C.

Boundaries. Beginning at latitude 33°52'30" N., longitude 80°26'00" W.; to latitude 33°45'50" N., longitude 80°25'00" W.; to latitude 33°44'15" N., longitude 80°33'15" W.; to latitude 33°48'00" N., longitude 80°34'00" W.; to latitude 33°52'30" N., longitude 30°30'00" W.; to the point of beginning.
Designated altitudes. Surface to 13,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Shaw AFB, S. C.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6004 Savannah River Plant, S. C.

Boundaries. Beginning at latitude 33°23'30" N., longitude 81°41'00" W.; to latitude 33°23'15" N., longitude 81°29'00" W.; to latitude 33°20'35" N., longitude 81°24'00" W.; to latitude 33°15'00" N., longitude 81°25'10" W.; to latitude 33°08'45" N., longitude 81°22'40" W.; to latitude 33° 04'50" N., longitude 81°32'00" W.; to latitude 33°02'45" N., longitude 81°42'50" W.; to latitude 33°05'20" N., longitude 81°49'00" W.; to latitude 33°16'25" N., longitude 81°50'55" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Savannah River Plant, Aiken, S. C.

§ 73.61 South Dakota

§ 73.62 Tennessee

§ 73.63 Texas

R-6302A Fort Hood, Texas.

Boundaries. Beginning at latitude 31°06'06" N., longitude 97°32'42" W.; to latitude 31°08'20" N., longitude 97°39'28" W.; to latitude 31°10'04" N., longitude 97°41'06" W.; to latitude 31°10'39" N., longitude 97°43'19" W.; to latitude 31°09'52" N., longitude 97°44'45" W.; to latitude 31°09'02" N., longitude 97°45'25" W.; to latitude 31°08'56" N., longitude 97°47'18" W.; to latitude 31°15'10" N., longitude 97°50'45" W.; to latitude 31°19'28" N., longitude 97°50'45" W.; to latitude 31°23'31" N., longitude 97°47'45" W.; to latitude 31°22'33" N., longitude 97°42'45" W.; to latitude 31°20'48° N., longitude 97°40'32" W.; to latitude 31°19'37" N., longitude 97°40'32" W.; to latitude 31°13'45" N., longitude 97°32'35" W.; to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6302B Fort Hood, Texas

Boundaries. Beginning at latitude 31°08'20" N., longitude 97°39'28" W.; to latitude 31°09'03" N., longitude 97°41'18" W.; to latitude 31°09'40" N., longitude 97°41'20" W.; to latitude 31°09'40" N., longitude 97°43'19" W.; to latitude 31°08'45" N., longitude 97°43'30" W.' to latitude 31°09'02" N., longitude 97°45'25" W.; to latitude 31°09'52" N., longitude 97°44'45" W.; to latitude 31°10'39" N., longitude 97°43'19" W.; to latitude 31°10'04" N., longitude 97°41'06" W.' to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.
AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6302C Fort Hood, Texas

Boundaries. Beginning at latitude 31°08'56" N., longitude 97°47'18" W.; to latitude 31°08'40" N., longitude 97°52'10" W.; to latitude 31°09'15" N., longitude 97°54'30" W.; to latitude 31°15'34" N., longitude 97°54'29" W.; to latitude 31°19'28" N., longitude 97°50'45" W.; to latitude 31°15'10" N., longitude 97°50'45" W.; to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.

AMENDMENTS 4/1/67 32 F. R 5769 (Changed)

R-6303 Matagorda Island, Tex.

Boundaries. Beginning at latitude 28°15'20" N., longitude 96°26'50" W.; to latitude 28°18'55" N., longitude 96°27'45" W.; to latitude 28°20'55" N., longitude 96°29'15" W.; to latitude 28°12'00" N., longitude 96°46'00" W.; to latitude 28°07'00" N., longitude 96°42'00" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commander, Second Air Force, Barksdale AFB, La.

AMENDMENTS 4/1/67 32 F. R 5769 (Changed)

R-6310 Houston, Texas (Ellington AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 29°33'50" N., longitude 95°10'00" W., the area centered on a bearing therefrom of 183°, extending to a point 30 nmi S, having a width 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
2,000 feet MSL to 14,000 feet MSL from the point of beginning to 1 nmi S.
2,000 feet MSL to 16,000 feet MSL from 1 to 2 nmi S of the point of beginning.
2,000 feet MSL to FL 190 from 2 to 3 nmi S of the point of beginning.
2,000 feet MSL to FL 210 from 3 to 4 nmi S of the point of beginning.
2,000 feet MSL to FL 230 from 4 to 6 nmi S of the point of beginning.
5,000 feet MSL to FL 230 from 6 to 10 nmi S of the point of beginning.
9,000 feet MSL to FL 230 from 10 to 13 nmi S of the point of beginning.
12,000 feet MSL to FL 230 from 13 to 19 nmi S of the point of beginning.
16,000 feet MSL to FL 230 from 19 to 25 nmi S of the point of beginning.
FL 200 to FL 230 from 25 to 30 nmi S of the point of beginning.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston Approach Control.
Using agency. Commander, Ellington AFB, Texas.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6312 Cotulla, Tex.,
Boundaries: The area within 5 nmi of geographical points located at 28°14'50" N., 98°43'30" W.; and 28°05'53" N., 98°42'51" W.
Designated altitudes: Surface to 15,000 feet MSL except for the area west of a line between 28°17'40" N., 98°47'55" W., and 28°11'55" N., 98°48'00" W., and the area along Highway 624 extending ½ mile each side where the floor is 1,000 feet AGL.
Time of designation: Sunrise to sunset.
Controlling agency. Federal Aviation Administration, ARTCC, Houston, Tex.
Using agency: Chief of Naval Air Advanced Training Command, NAS Corpus Christi, Tex.

AMENDMENTS 3/18/67 32 F. R. 3691 (Changed); 4/1/67 32 F. R. 5769 (Changed)

§ 73.64 Utah

R-6401 Deseret, Utah.

Boundaries. Beginning at Lat. 40°16'27" N, Long. 112°18'43" W; to Lat. 40°15'42" N. 112°18'43" W; to Lat. 40°15'42" N, Long. 112°21'01" W; to Lat. 40°16'27" N, Long. 112°21'01" W; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

R-6402 Dugway, Utah

Boundaries. Beginning at latitude 40°25'00" N., longitude 112°56'00" W., to latitude 40°13'00" N., longitude 112°43'00" W., to latitude 39°49'00" N., longitude 112°43'00" W., to latitude 39°44'00" N., longitude 113°08'00" W., to latitude 39°49'00" N., longitude 113°08'00" W., to latitude 39°52'00" N., longitude 113°27'00" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 40°20'20" N., longitude 113°20'02" W., to latitude 40°20'20" N., longitude 113°07'00" W., to latitude 40°25'00" N., longitude 113°07'00" W., to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Using agency. Commanding Officer, Dugway Proving Ground, Dugway, Utah.

R-6403 Tooele, Utah

Boundaries. Beginning at latitude 40°30'44" N , longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°29'15" W.; to latitude 40°30'44" N., longitude 112°29'15" W.; to the point of beginning.

Designated altitude. Surface to 9,000 feet MSL.

Time of designation. 0800 to 2000 P.s.t.

Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

R-6404A Hill AFB Range South, Utah

Boundaries. Beginning at latitude 41°00'00" N., longitude 112°56'30" W.; to latitude 40°51'30" N., longitude 112°56'30" W.; to latitude 40°48'30" N., longitude 113°40'00" W.; to latitude 41°00'00" N., longitude 113°41'40" W.; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, Hill AFB, Utah.

AMENDMENTS 4/1/67 32 F R. 5769 (Changed)

R-6404B Hill AFB Range North, Utah

Boundaries. Beginning at latitude 41°10'40" N., longitude 112°45'00" W.; to latitude 41°00'00" N., longitude 112°45'00" W.; to latitude 41°00'00" N., longitude 113°41'40" W.; to latitude 41°15'00" N., longitude 113°43'50" W.; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, Hill AFB, Utah.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6405 Wendover, Utah

Boundaries. Beginning at latitude 39°44'00" N., longitude 113°08'00" W., to latitude 39°23'00" N., longitude 113°19'00" W., to latitude 39°23'00" N., longitude 113°48'00" W., to latitude 39°55'00" N., longitude 113°48'00" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 39°52'00" N., longitude 113°27'00" W., to latitude 39°49'00" N., longitude 113°08'00" W., to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, Hill AFB, Utah.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6406A, Wendover North, Utah.

Boundaries. Beginning at latitude 40°40'30" N., longitude 113°00'00" W., to latitude 40°29'00" N., longitude 113°00'00" W., to latitude 40°29'00" N., longitude 113°18'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to latitude 40°17'00" N., longitude 114°00'00" W., to latitude 40°38'30" N., longitude 114°00'00" W., to the point of beginning.

Designated altitudes. Surface to flight level 400; joint-use at and above 7,500 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, Hill AFB, Utah.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6406B, Wendover South, Utah

Boundaries. Beginning at latitude 40°29'00" N., longitude 113°00'00" W., to latitude 40°25'00" N., longitude 112°56'00" W., to latitude 40°25'00" N., longitude 113°07'00" W., to latitude 40°20'20" N., longitude 113°07'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to latitude 40°29'00" N., longitude 113°18'00" W., to the point of beginning.

Designated altitudes. Surface to flight level 400; joint-use at and above FL 240.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commander, Hill AFB, Utah.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6407 Dugway West, Utah

Boundaries. Beginning at latitude 40°20'20" N., longitude 113°20'02" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 39°55'00" N., longitude 113°48'00" W., to latitude 40°00'00" N., longitude 113°48'00" W., to latitude 40°00'00" N., longitude 114°00'00" W., to latitude 40°17'00" N., longitude 114°00'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to the point of beginning.

Designated altitudes. Surface to flight level 400; joint-use at and above FL 240.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.

Using agency. Commanding Officer, Dugway Proving Ground, Dugway, Utah.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6408 Indian Creek, Utah.

Boundaries. Beginning at latitude 37°59'00" N., longitude 109°23'00" W.; to latitude 37°57'00" N., longitude 109°25'00" W.; to latitude 37°58'00" N., longitude 109°40'00" W.; to latitude 38°02'00" N., longitude 109°54'00" W.; to latitude 38°21'00" N., longitude 109°54'00" W.; to latitude 38°23'00" N., longitude 109°52'00" W.; to latitude 38°22'00" N., longitude 109°38'00" W.; to latitude 38°21'00" N., longitude 109°31'00" W.; to latitude 38°16'00" N., longitude 109°24'00" W.; to latitude 38°06'00" N., longitude 109°22'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6409 Green River, Utah.

Boundaries. Beginning at latitude 39°00'00" N., longitude 110°03'00" W.; to latitude 38°54'00" N., longitude 109°58'00" W.; to latitude 38°51'00" N., longitude 110°05'00" W.; to latitude 38°58'00" N., longitude 110°09'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6410 Blanding, Utah

Boundaries: Beginning at latitude 37°33'00" N., longitude 109°33'00" W.; to latitude 37°21'00" N., longitude 109°21'00" W.; to latitude 37°17'00" N., longitude 109°29'00" W.; to latitude 37°31'00" N., longitude 109°36'00" W.; to point of beginning.

Designated altitudes: Surface to unlimited.

Time of designation. Continuous, March 1, 1967, through December 15, 1967. All subsequent firing periods will be designated by a rule published in the Federal Register.

Controlling agency. Federal Aviation Administration, Denver ARTC Center.

Using agency: Commander, Air Force Missile Development Center, Holloman AFB, N. Mex.

AMENDMENTS 3/1/67 31 F. R. 15799 (Changed); Corr: 32 F. R. 3219; 4/1/67 32 F. R. 5769 (Changed)

PENDING AMENDMENT

The Blanding, Utah, Restricted Area R-6410 is amended by deleting the present time of designation and substituting the following therefor:

Time of designation: Continuous, February 15, 1968, through December 15, 1968. All subsequent firing periods will be designated by a rule published in the Federal Register.

AMENDMENTS 2/1/68 32 F. R. 17427 (Changed)

R-6412 Camp Williams, Utah

Boundaries. Beginning at latitude 40°27'30" N., longitude 111°57'10" W.; to latitude 40°25'32" N., longitude 111°56'45" W.; to latitude 40°23'30" N., longitude 111°56'45" W.; to latitude 40°23'30" N., longitude 112° 06'00" W.: to latitude 40°27'30" N., longitude 112°06'00" W.: to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Maximum two-week period during the month of June each year with specific dates to be published by NOTAM.

Controlling agency. Federal Aviation Administration, Salt Lake City Tower,

Using agency. The Adjutant General, State of Utah.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.65 Vermont

R-6501 Underhill, Vt.

Boundaries. Beginning at latitude 44°30'00" N., longitude 72°52'00" W.: to latitude 44°27'00" N., longitude 72°52'00" W.; to latitude 44°27'00" N., longitude 72°55'00" W.; to latitude 44°28'30" N., longitude 72°56'30" W.; to latitude 44°29'15" N., longitude 72°56'30" W.; to latitude 44°30'00" N., longitude 72°53'30"W.: to the point of beginning.

Designated altitudes. Surface to 13,600 feet MSL.

Time of designation: Continuous, Monday through Saturday, other time by a NOTAM issued 24 hours in advance.

Controlling agency. Federal Aviation Administration, Burlington Approach Control.

Using Agency. Adjutant General, State of Vermont, Montpelier, Vt.

AMENDMENTS 3/30/67 32 F. R. 3092 (Changed); 4/1/67 32 F. R. 5769 (Changed)

§ 73.66 Virginia

R-6601 Camp A. P. Hill, Va.

Boundaries. Beginning at latitude 38°06'50" N., longitude 77°10'34" W.; to latitude 38°05'30" N., longitude 77°09'06" W.; to latitude 38°04'40" N., longitude 77°10'20" W.; to latitude 38°03'12" N., longitude 77°09'35" W.: to latitude 38°02'22" N., longitude 77°11'40" W.; to latitude 38°02'30" N., longitude 77°14'40" W.; to latitude 38°01'50" N., longitude 77°16'08" W.; to latitude 38°02'15" N., longitude 77°18'04" W.: to latitude 38°03'40" N., longitude 77°18'45" W.; to latitude 38°04'37" N., longitude 77°18'45" W.; thence along highway U. S. 301 to latitude 38°08'01" N., longitude 77°14'04" W.; to latitude 38°07'53" N., longitude 77°13'40" W.; to latitude 38°06'46" N., longitude 77°12'21" W.; thence to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0700 to 2300 e.s.t., June 1 through September 8; and 0700 to 2300 e.s.t., September 9, through May 31, by NOTAM issued at least 48 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, U. S. Quartermaster Center and Fort Lee, Fort Lee, Va.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6602 Camp Pickett, Va.

Boundaries. Beginning at latitude 37°05'37" N., longitude 77°51'54" W.; to latitude 37°04'25" N., longitude 77°51'45" W.; along State Highway No. 40 to latitude 37°03'55" N., longitude 77°51'05" W.; to latitude 37°02'43" N., longitude 77°50'38" W.; to latitude 37°01'05" N., longitude 77°50'43" W.; to latitude 36°59'50" N., longitude 77°50'34" W.; to latitude 36°57'58" N., longitude 77°52'14" W.; to latitude 36°57'54" N., longitude 77°53'19" W.; to latitude 36°58'12" N., longitude 77°57'42" W.; to latitude 37°01'50" N., longitude 77°58'40" W.; to latitude 37°01'50" N., longitude 77°55'58" W.; to latitude 37°05'37" N., longitude 77°56'00" W.; to point of beginning.

Designated altitudes. The area NW of a line between latitude 37°01'05" N., longitude 77°50'43" W., and latitude 36°57'54" N., longitude 77°53'19" W., surface to 18,500 feet MSL. The area SE of this line, surface to 1,900 feet MSL.

Time of designation. Continuous from June 1 through September 8; 0600 EST Saturday to 2200 EST Sunday from September 9 through May 31; other times after issuance of NOTAMS by the using agency at least 48 hours in advance. When activated by NOTAM, another NOTAM shall be issued upon termination of use.

Using Agency. Commanding General U.S . Army Quartermaster Center and Fort Lee, Fort Lee, Va.

R-6604 Chincoteague Inlet, Va.

Boundaries. Beginning at Lat. 37°56'45" N. Long. 75°27'30" W; to Lat. 37°51'30" N, Long. 75°17'15" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 37°38'45" N, Long. 75°31'20" W; to Lat. 37°50.'24" N, Long. 75°31'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency. Chief, Wallops Station, National Aeronautics and Space Administration, Wallops Island, Va.

AMENDMENTS 12/7/67 32 F. R. 14891 (Changed)

R-6606 Pendleton, Va.

Boundaries. Beginning at Lat. 36°50'41" N, Long. 75°54'40" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 36°34'33" N, Long. 75°48'40" W; to Lat. 36°45'03" N, Long. 75°56'12" W; to Lat. 36°44'45" N, Long. 75°57'05" W; to Lat. 36°44'39" N, Long. 75°58'00" W; to Lat. 36°47'00" N, Long. 75°58'45" W; to Lat. 36°47'18" N, Long. 75°56'54" W; to the point of beginning.
Designated altitudes: Surface to 51,000 feet MSL.
Time of designation. 0800 to 1700 EST Monday through Friday, except that portion north of latitude 36°41'42" N., from the surface to 1,000 feet MSL, which is continuous.
Using agency. Commanding Officer. U. S. Fleet Air Defense Training Center, Dam Neck, Va.

AMENDMENTS 7/28/67 32 F. R. 11025 (Changed)

R-6608 Quantico, Va.

Boundaries. Beginning at latitude 38°31'15" N., longitude 77°24'20" W.; to latitude 38°29'00" N., longitude 77°28'45" W.; to latitude 38°31'20" N., longitude 77°34'07" W.; to latitude 38°37'00" N., longitude 77°34'07" W.; to latitude 38°37'50" N., longitude 77°32'20" W.; to latitude 38°37'00" N., longitude 77°25'34" W.; to latitude 38°34'00" N., longitude 77°24'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commandant, Marine Corps Schools, Quantico, Va.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6609 Tangier Island, Va.

Boundaries. A circular area with a 5-nautical mile radius centered at Lat. 37°47'54" N, Long. 76°03'48" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. From 0800 to 2300 hours e.s.t., other times as specified in a NOTAM issued 48 hours in advance.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 5/10/67 32 F. R. 7392 (Changed)

R-6611 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°21'30" N, Long. 77°01'15" W; to Lat. 38°17'30" N, Long. 76°56'00" W; to Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to Lat. 38°19'15" N. Long. 77°02'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation: 0800 to 1700 e.s.t., Monday through Saturday September 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 6/22/67 32 F. R. 7014 (Changed)

R-6612 Dahlgren Complex, Va.

Boundaries. Two overlapping circular areas with 7,000-foot radii centered at Lat. 38°17'59" N, Long. 77°02'15" W, and Lat. 38°18'23" N, Long. 77°02'57" W.
Designated altitudes. Surface to 7,000 feet MSL.
Time of designation: 0800 to 1700 e.s.t., Monday through Saturday Sept. 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 6/22/67 32 F. R. 7014 (Changed)

R-6613 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'30" N, Long. 76°46'35" W; to Lat. 38°10'00" N, Long. 76°50'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation: 0800 to 1700 e.s.t., Monday through Saturday Sept. 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 6/22/67 32 F. R. 7014 (Changed)

§ 73.67 Washington

R-6701 Admiralty Inlet, Wash.

Boundaries. Beginning at Lat. 48°10'00" N, Long. 122°34'48" W; to Lat. 48°05'45" N, Long. 122°31'30" W; to Lat. 48°06'06" N; Long. 122°41'12" W; to Lat. 48°10'00" N, Long. 122°40'56" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Seattle ARTC Center.

Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

AMENDMENTS 4/1/67 32 F. R 5769 (Changed)

R-6703 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°03'10" N., longitude 122°31'25" W.; to latitude 47°02'30" N., longitude 122°31'40" W.; to latitude 47°02'30" N., longitude 122°31'00" W.; to latitude 47°00'40" N., longitude 122°31'25" W.; to latitude 47°00'40" N., longitude 122°32'55" W.; to latitude 46°58'05" N., longitude 122°34'00" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 47°04'25" N., longitude 122°35'15" W.; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, McChord Approach Control.

Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6704 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°04'25" N., longitude 122°35'15" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 46°54'35" N., longitude 122°41'25" W.; to latitude 46°54'05" N., longitude 122°45'00" W.; to latitude 46°57'12" N., longitude 122°46'50" W.; to latitude 47°00'40" N., longitude 122°41'40" W.; to latitude 47°04'35" N., longitude 122°41'30" W.; to latitude 47°05'25" N., longitude 122°38'00" W.; to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, McChord Approach Control.

Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6705 Juan De Fuca. Wash.

Boundaries. Beginning at Lat. 48°14'30" N, Long. 123°42'00" W; to Lat. 48°10'30° N, Long. 123°42'00" W; thence one-half mile N of and parallel to the N coast of Washington to Lat. 48°18'35" N. Long. 124°25'00" W; to Lat. 48°24'30" N, Long. 124°25'00" W; thence along the United States-Canadian border to the point of beginning.

Designated altitudes. Surface to 1,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

R-6707 Queets, Wash.

Boundaries. Beginning at Lat. 47°29'25" N, Long. 124°25'00" W; clockwise along the arc of a 3-mile radius circle centered at Lat. 47°27'00" N, Long. 124°24'15" W to Lat. 47°24'25" N, Long. 124°24'30" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

R-6708 Rosario Strait, Wash.

Boundaries. A circular area with a 1 nautical mile radius centered at Lat. 48°29'06" N, Long. 122°45'42" W.

Designated altitudes. Surface to 1,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Seattle ARTC Center.

Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6713 **Whidbey Island, Wash.**

Boundaries. Beginning at latitude 48°25'00" N., longitude 123°05'00" W.; to latitude 48°23'00" N., longitude 123°06'00" W.; to latitude 48°16'30" N., longitude 123°03'00" W.; to latitude 48°16'30" N., longitude 122°55'30" W.; to latitude 48°18'20" N., longitude 122°50'30" W.; to latitude 48°22'45" N., longitude 122°50'30" W.; to latitude 48°25'00" N., longitude 122°53'30" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0700 to 2400 local time.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6714 **Yakima, Wash.**

Boundaries. Beginning at latitude 46°51'00" N., longitude 119°58'00" W.; along the W. shore of the Columbia River to latitude 46°39'00" N., longitude 119°55'30" W.; to latitude 46°33'00" N., longitude 119°55'30" W.; to latitude 46°33'00" N., longitude 120°13'00" W.; to latitude 46°40'35" N., longitude 120°26'35" W.; to latitude 46°43'00" N., longitude 120°26'38" W.; to latitude 46°51'00" N., longitude 120°21'30" W.; to latitude 46°51'00" N., longitude 120°16'30" W.; to latitude 46°54'30" N., longitude 120°15'00" W.; clockwise along the arc of a 12-mile radius circle centered at latitude 46°44'45" N., longitude 120°20'00" W.; to latitude 46°51'00" N., longitude 120°08'30" W.; to the point of beginning.
Designated altitudes. Surface to 38,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

R-6715 **Richland, Wash.**

Boundaries. Beginning at latitude 46°48'00" N., longitude 119°35'00" W.; to latitude 46°48'00" N.. longitude 119°25'00" W.; to latitude 46°45'00" N.; longitude 119°20'00" W.; to latitude 46°30'00" N.. longitude 119°20'00" W.; to latitude 46°30'00" N., longitude 119°13'00" W.; to latitude 46°20'00" N., longitude 119°13'00" W; to latitude 46°30'00" N., longitude 119°47'00" W.; to latitude 46°40'00" N., longitude 119°47'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Richland, Washington.

§ 73.68 **West Virginia**

§ 73.69 **Wisconsin**

R-6901 **Camp McCoy, Wis.**

Boundaries. Beginning at latitude 44°08'40" N., longitude 90°44'00" W.; to latitude 44°08'40" N., longitude 90°40'20" W., to latitude 44°09'30" N., longitude 90°40'20" W.; to latitude 44°09'30" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°44'00" W.; to point of beginning.
Designated altitudes. Surface to flight level 250.
Time of designation. May 23 through September 5.
Using agency. Commanding Officer, Camp McCoy, Wis.

R-6903 **Sheboygan, Wis.**

Boundaries. Beginning at latitude 43°19'00" N., longitude 87°41'00" W.; to latitude 44°05'30" N., longitude 87°29'45" W.; to latitude 44°02'00" N., longitude 87°02'30" W.; to latitude 43°15'30" N., longitude 87°14'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. Continuous, sunrise to sunset.
Controlling agency. Federal Aviation Administration, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wisconsin.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 4/27/67 32 F. R. 3740 (Changed)

R-6904 Volk Field. Wis.

Boundaries. Beginning at Lat. 44°16'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 90°07'00" W; to Lat. 44°16'00" N, Long. 90°07'00" W; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous, sunrise to sunset.
Controlling agency. Federal Aviation Administration, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wis.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed); 4/27/67 32 F. R. 3740 (Changed)

§ 73.70 Wyoming

R-7001 Guernsey. Wyo.

Boundaries. Beginning at latitude 42°27'30" N., longitude 104°52'30" W., latitude 42°27'30" N., longitude 104°42'30" W., latitude 42°22'30" N., longitude 104°42'30" W., latitude 42°20'00" N., longitude 104°52'30" W., thence to point of beginning.
Designated altitudes. Surface to 23,500 feet MSL.
Time of designation. 0430 to 2400 MST, May 15 through September 5.
Controlling agency. Federal Aviation Administration, Casper, Wyo., Flight Service Station.
Using agency. Adjutant General, State of Wyoming.

AMENDMENTS 4/1/67 32 F. R. 5769 (Changed)

§ 73.71 Puerto Rico

R-7101 Culebra Island, P.R.

Boundaries. The airspace over Culebra Island and the surrounding waters extending to the 3-nautical mile limit from the shoreline.
Designated altitudes. Surface to FL 500. Above 5,000 feet user operations to be conducted only at altitudes where VFR conditions exist.
Time of designation. Continuous 0600-2300 local time. Other times by NOTAM issued 24 hours in advance.
Using agency. Commander, Caribbean Sea Frontier, San Juan, P. R.

R-7102 Punta Figuras, P. R.

Boundaries. Beginning at latitude 17°57'14" N., longitude 66°02'52" W.; to latitude 17°55'10" N., longitude 65°58'45" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 17°53'45" N., longitude 66°07'10" W.; clockwise along the arc of an 11,000 yard radius circle centered at latitude 17°57' 14" N., longitude 66°02'52" W.; to latitude 17°55'55" N., longitude 66°08'25" W.; to point of beginning.
Designated altitude. Surface to 15,000 feet MSL or surface to 30,000 feet MSL as specified in NOTAMs required to activate the area.
Time of designation. Sunrise to sunset during periods of unrestricted visibility and only after issuance of NOTAMs by the Commandant, 10th Naval District at least 48 hours prior to firing. NOTAMs also to be issued upon cessation of firing.
Using agency. Commanding General, U. S. Army, Caribbean, San Juan, Puerto Rico.

R-7103 Salinas, P.R.

Boundaries. Beginning at Lat. 18°03'00" N., Long. 66°14'35" W.; to Lat. 18°01'16" N., Long. 66°15'14" W.; to Lat. 17°59'57" N., Long. 66°16'00" W.; to Lat. 17°59'16" N., Long. 66°17'11" W.; to Lat. 18°01'00" N., Long. 66°19'58" W.; to Lat. 18°01'53" N., Long. 66°18'53" W.; to Lat. 18°02'34" N., Long. 66°18'47" W.; to Lat. 18°03'25" N., Long. 66°17'54" W.; to Lat. 18°04'07" N., Long. 66°17'00" W.; to point of beginning.
Designated altitude. Surface to 12,000 feet MSL.
Time of designation. Continuous. June 1, through August 31, other times as activated by NOTAMs issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, San Juan ARTC Center.
Using Agency. Commanding Officer, Antilles Command, U. S. Army Forces Southern Command, Fort Brooks, San Juan, P. R.

AMENDMENTS 3/30/67 32 F. R. 2775 (Changed); 4/1/67 32 F. R. 5769 (Changed)

R-7104 Vieques Island. P.R.

Boundaries. The airspace over Vieques Island and the surrounding waters extending to the 3 nautical mile limit from the shoreline.
Designated altitudes. Surface to FL 500. Above 5,000 feet user operations to be conducted only at altitudes where VFR conditions exist.
Time of designation. By NOTAM issued 24 hours in advance.
Using agency. Commander, Caribbean Sea Frontier, San Juan, P. R.

§ 73.72 **Guam**

R-7201 **Nafatan Rock, Guam.**

Boundaries. The area within a 5-nautical mile radius of Lat. 14°50'00" N. Long. 145°32'00" E. excluding the portion which lies 3 nautical miles beyond the shoreline.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Using agency. Commander, Naval Forces, Marianas.

§ 73.87 **Prohibited Areas**

P-56 District of Columbia

Boundaries:

A. Beginning at the southwest corner of the Lincoln Memorial (latitude 38°53'20" N.; longitude 77°03'03" W.);

Thence via a 327° bearing, 0.6 mile, to the intersection of New Hampshire Avenue and Rock Creek and Potomac Parkway NW (latitude 38°53'45" N.; longitude 77°03'24" W.);

Thence northeast along New Hampshire Avenue, 0.6 mile, to Washington Circle, at the intersection of New Hampshire Avenue and K street NW (latitude 38°54'08" N.; longitude 77°03'02" W.);

Thence east along K Street, 2.5 miles, to the railroad overpass between First and Second Streets NE (latitude 38°54'08" N.; longitude 77°00'14" W.);

Thence southeast via a 158° bearing, 0.7 mile, to the southeast corner of Stanton Square, at the intersection of Massachusetts Avenue and Sixth Street NE (latitude 38°53'35" N.; longitude 76°59'57" W.);

Thence southwest via a 211° bearing, 0.8 mile, to the Capitol Power Plant at the intersection of New Jersey Avenue and E Street SE. (latitude 38°52'59" N.; longitude 77°00'25" W.);

Thence west via a 265° bearing. 0.7 mile, to the intersection of the Southwest Freeway (Interstate Route 95) and Sixth Street SW., extended (latitude 38°52'56" N.; longitude 77°01'13" W.);

Thence north along Sixth Street, 0.4 mile, to the intersection of Sixth Street and Independence Avenue SW. (latitude 38°53'15" N.; longitude 77°01'13" W.);

Thence west along the north side of Independence Avenue, 0.8 mile, to the intersection of Independence Avenue and 15th Street SW. (latitude 38°53'16" N.; longitude 77°02'02" W.);

Thence west along the southern lane of Independence Avenue, 0.4 mile to the west end of the Kutz Memorial Bridge over the Tidal Basin (latitude 38°53'12" N.; longitude 77°02'28" W.);

Thence west via a 285° bearing, 0.6 mile, to the southwest corner of the Lincoln Memorial, the point of beginning.

B. That area within a one-half mile radius from the center of the U. S. Naval Observatory located between Wisconsin and Massachusetts Avenues at 34th Street NW. (latitude 38°55'17" N.; longitude 77°04'02" W.).

Designated altitudes: Surface to 18,000 feet MSL.

Time of designation: Continuous.

Using agency: Administrator, Federal Aviation Administration, Washington, D. C.

AMENDMENTS 2/27/67 32 F. R. 3739 (Added); 4/1/67 32 F. R. 5769 (Changed)

AMENDMENTS 11/9/67 32 F. R. 15096 (Changed)

PART 75 -- ESTABLISHMENT OF JET ROUTES (NEW)

SUBPART A -- GENERAL
Sec.
75.1 Applicability.
75.11 Jet routes
75.15 Jet advisory areas
75.17 Bearings; Radials; Miles

SUBPART B -- JET ROUTES
Sec.
75.100 Jet routes

SUBPART C -- JET ADVISORY AREAS
Sec.
75.200 En route jet advisory areas
75.300 Terminal jet advisory areas

SUBPART A -- GENERAL

§75.1 Applicability.

The routes described in Subpart B, between high altitude navigational aids or intersections of their signals, are designated as jet routes along which aircraft may be operated between 18,000 feet MSL and flight level 450. The areas described in Subpart C are designated as jet advisory areas along specified jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between high altitude navigational facilities, centerlines of control areas, or in the vicinity of specific geographic locations.

§75.11 Jet Routes

Each jet route designated in Subpart B consists of a direct course for navigating aircraft between 18,000 feet MSL and flight level 450, inclusive, between the navigational aids and intersections specified for that route.

§75.15 Jet Advisory Areas

(a) Jet advisory areas consist of airspace within the continental control area, as designated in Subpart C.

(b) En route radar jet advisory areas consist of areas within which jet advisory service is provided with radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the jet route segment from flight level 240 through flight level 410, inclusive.

(c) Terminal radar jet advisory areas consist of areas in which jet advisory service is provided with radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control areas from flight level 240 through flight level 410, inclusive.

(d) Nonradar jet advisory areas consist of areas within which jet advisory service is provided on a procedural basis without radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the jet route segment from flight level 270 through flight level 310, inclusive, and from flight level 370 through flight level 410, inclusive.

(e) Jet advisory areas do not include the airspace within positive control areas, prohibited areas, or restricted areas except restricted area military climb corridors and those restricted areas specified in Subpart D of Part 71.

(f) En route jet advisory areas are based on jet routes and are identified by the associated jet route number. Terminal jet advisory areas are based on VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control areas and those in the vicinity of geographical locations, and are identified by geographical names.

§75.17 Bearings: Radials: Miles

(a) All bearings and radials in this Part are true and are applied from point of origin.

(b) Unless otherwise specified, all mileages in this Part are stated as nautical miles.

SUBPART B -- JET ROUTES

§75.100 Jet Routes.

SUBPART C -- JET ADVISORY AREAS

§ 75.200 En route Jet Advisory Areas.

§ 75.300 Terminal Jet Advisory Areas.

SUBPART B - JET ROUTES

§ 75.100 Jet routes.

(Unless otherwise specified the place names appearing in the description of the jet routes indicate the VOR or VORTAC facilities identified by such names.).

Jet Route No. 1 (United States/Mexican border to Seattle, Wash.).

From the INT of the United States/Mexican border with the direct course between the San Diego VORTAC and the Tijuana, Mexico, RBN, via San Diego; Oceanside, Calif.; Los Angeles, Calif.; INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; Oakland, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg., to Seattle, Wash.

Jet Route No. 2 (San Diego. Calif.. to Jacksonville. Fla.).

From San Diego, Calif., via Imperial, Calif.; Yuma, Ariz.; INT of the Yuma 087° and the Gila Bend, Ariz., 262° radials; Gila Bend; San Simon, Ariz.; El Paso, Texas; Fort Stockton, Texas; Junction, Tex.; San Antonio, Tex.; Houston, Texas; Lake Charles, La.; INT of the Lake Charles 089° and the New Orleans, La., 275° radials; New Orleans; INT of the New Orleans 066° and the Crestview, Fla., 266° radials; Crestview; INT of the Crestview 091° and the Tallahassee, Fla., 290° radials; Tallahassee; to Jacksonville, Fla.

AMENDMENTS 7/20/67 32 F. R. 7820 (Changed); 10/12/67 32 F. R. 12113 (Changed)

Jet Route No. 3 (Oakland. Calif.. to Kimberly. British Columbia. Canada),

From Oakland, Calif., via Red Bluff, Calif.; Lakeview, Oreg.; Pendleton, Oreg.; Spokane, Wash., to Kimberley, British Columbia, excluding the portion that lies over Canadian territory.

Jet Route No. 4 (Los Angeles, Calif., to Wilmington, N. C.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Blythe, Calif., 282° radials; Blythe; the INT of the Blythe 096° and the Gila Bend, Ariz., 315° radials; Gila Bend; San Simon, Ariz.; El Paso, Tex.; Wink, Tex.; Abilene, Tex.; Greater Southwest, Tex.; Shreveport, La.; Jackson, Miss.; Meridian, Miss.; INT of the Meridian 089° and the Montgomery, Ala., 282° radials; Montgomery; Atlanta. Ga.: Augusta. Ga.: Columbia. S. C.: Florence. S. C.: to Wilmington. N. C.

AMENDMENTS 7/20/67 32 F. R. 7820 (Changed); 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 5 (Los Angeles. Calif.. to Seattle. Wash.).

From Los Angeles. Calif.. via the INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Reno, Nev.; Lakeview, Oreg.; to Seattle, Wash.

Jet Route No. 6 (Paso Robles, Calif., to Kennedy, N. Y.)

From the INT of the Salinas, Calif., 145° and the Palmdale, Calif., 291° radials via Palmdale; Hector, Calif.; Needles, Calif.; Prescott, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Little Rock, Ark.; Memphis, Tenn.; Nashville, Tenn.; Charleston, W. Va.: Front Roval. Va.: Westminster. Md.: Yardley, Pa., to Kennedy, N. Y.

Jet Route No. 7 (Oakland, Calif., to the United States/Canadian Border).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Rome, Oreg.; Boise, Idaho; Dillon, Mont.; Great Falls, Mont.; via the Great Falls 040° radial to the United States/Canadian Border.

Jet Route No. 8 (Oklahoma City, Okla., to Kennedy, N. Y.).

From Oklahoma City, Okla., via Tulsa, Okla.; Springfield, Mo.; St. Louis, Mo.; Louisville, Ky.; Charleston, W. Va.; Front Royal, Va.; Westminster, Md.; Yardley, Pa. to Kennedy, N. Y.

Jet Route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).

From Los Angeles, Calif., via Hector, Calif.; Boulder, Nev.; Milford, Utah; Provo, Utah; Salt Lake City, Utah; Ogden, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont.

Jet Route No. 10 (Los Angeles, Calif., to O'Neill, Nebr.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Farmington, N. Mex., Gunnison, Colo.; Denver, Colo.; Sidney, Nebr.; to O'Neill, Nebr.

Jet Route No. 11 (Tucson, Ariz., to Salt Lake City, Utah)

From Tucson, Ariz., via INT Tucson 316° and Phoenix, Ariz., 161° radials; Phoenix; Prescott, Ariz.; Bryce Canyon, Utah; Provo, Utah; to Salt Lake City, Utah.

AMENDMENTS 12/7/67 32 F. R. 14154 (Rewritten)

Jet Route No. 12 (Allegheny, Pa., to Westminster, Md.).

From Allegheny, Pa., to Westminster, Md.

JET ROUTE No. 13 (El Paso, Texas, to the United States/Canadian Border.)

From El Paso, Texas, via the INT of the El Paso 281° and the Truth or Consequences, N. Mex., 162° radials; Truth or Consequences; Albuquerque, N. Mex.; Alamosa, Colo.; Denver, Colo.; Cheyenne, Wyo.; Crazy Woman, Wyo., Billings, Mont., Great Falls, Mont.; via the Great Falls 339° radial to the United States/Canadian Border.

AMENDMENTS 3/30/67 32 F. R. 3092 (Changed)

Jet Route No. 14 (Amarillo, Tex., to Kenton, Del.).

From Amarillo, Tex., via Oklahoma City, Okla.; Little Rock, Ark.; Birmingham, Ala.; to Atlanta, Ga.; Spartanburg, S. C.; Greensboro, N. C.; to Richmond, Va.; to the INT of the Richmond 039° and the Coyle, N. J., 235° radials.

Jet Route No. 15 (San Antonio, Texas, to Newberg, Oreg.)

From Houston, Tex., via INT of the Houston 287° and the Austin, Tex., 113° radials; Austin; Junction, Tex.; Wink, Tex.; Roswell, N. Mex.; INT of the Roswell 319° and the Albuquerque, N. Mex., 128° radials; Albuquerque; Farmington, N. Mex.; Grand Junction, Colo.; Salt Lake City, Utah; Ogden, Utah; Boise, Idaho; John Day, Oreg.; INT John Day 288° and Portland, Oreg., 136° radials; to Portland.

AMENDMENTS 5/25/67 32 F. R. 3740 (Changed); Eff. date changed 8/17/67 32 F. R. 5988;
Eff: date changed 6/22/67 32 F. R. 7126; 12/7/67 32 F. R. 13760 (Changed)

PENDING AMENDMENT
In Jet Route No. 15 "Ogden, Utah;" is deleted.
AMENDMENTS 2/1/68 32 F. R. 17518 (Changed)

Jet Route No. 16 (Portland, Oreg., to Boston, Mass.).

From Portland, Oreg., via Pendleton, Oreg.; Whitehall, Mont.; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; Milwaukee, Wis.; INT of the Milwaukee 088° and the Peck, Mich., 269° radials; Peck; via the Peck 100° radial to the United States/Canadian Border. From the United States/Canadian Border to Buffalo, N. Y., via the Buffalo 274° radial; Albany, N. Y., to Boston, Mass.

AMENDMENTS 5/25/67 32 F. R. 3740 (Changed); Eff. date changed 8/17/67 32 F. R. 5988
Eff: date changed 6/22/67 32 F. R. 7126

Jet Route No. 17 (San Antonio, Texas, to Rapid City, S. Dak.).

From San Antonio, Texas, via Abilene, Texas; Amarillo, Texas; Pueblo, Colo.; Denver, Colo., to Rapid City, S. Dak.

Jet Route No. 18 (San Diego, Calif., to Joliet, Ill.).

From San Diego, Calif., via Imperial, Calif.; Yuma, Ariz., INT of the Yuma 087° and the Gila Bend, Ariz., 262° radials; Gila Bend; Phoenix, Ariz.; St. Johns, Ariz.; Albuquerque, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; INT of the Garden City 066° and the Salina, Kans., 257° radials; Salina; Kirksville, Mo.; Bradford; to Joliet, Ill.

Jet Route No. 20 (Seattle, Wash., to Orlando, Fla.).

From Seattle, Wash., via Yakima, Wash.; Pendleton, Oreg.; Boise, Idaho; Malad City, Idaho; Rock Springs, Wyo.; Denver, Colo.; Lamar, Colo.; Gage, Okla.; Oklahoma City, Okla.; Shreveport, La.; Jackson, Miss.; Meridian, Miss.; INT of the Meridian 089° and the Montgomery, Ala. 282° radials; Montgomery; Tallahassee, Fla.; Orlando, Fla., to the INT of the Orlando 118° and the Vero Beach, Fla., 341° radials.

Jet Route No. 21 (United States/Mexican Border to Duluth, Minn.).

From the INT of the United States/Mexican Border and the Laredo, Tex., 172° radial via Laredo; San Antonio, Tex.; Austin, Tex.; INT Austin 016° and Greater Southwest, Tex., 190° radials; Greater Southwest; INT Greater Southwest 356° and Oklahoma City, Okla., 158° radials; Oklahoma City; Wichita, Kans.; Omaha, Nebr.; Minneapolis, Minn.; to Duluth, Minn.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 22 (Laredo, Texas, to Gordonsville, Va.).

From Laredo, Tex., via Corpus Christi, Tex.; INT of the Corpus Christi 049° and the Houston, Tex., 226° radials; Houston; Lake Charles, La.; McComb, Miss.; Meridian, Miss., Birmingham; Knoxville, Tenn.; Pulaski, Va.; to Gordonsville, Va.

Jet Route No. 23 (San Antonio, Tex., to Wichita, Kans.).

From San Antonio, Tex., via Mineral Wells, Tex.; Oklahoma City, Okla. to Wichita, Kans.

Jet Route No. 24 (Kansas City, Mo., to Flat Rock, Va.).

From Kansas City, Mo., via St. Louis, Mo.; Indianapolis, Ind.; INT of the Indianapolis 120° and the Charleston, W. Va., 284° radials; Charleston, to Flat Rock, Va.

Jet Route No. 25 (United States/Mexican Border to Minneapolis, Minn.).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 357° and the Corpus Christi, Tex., 179° radials; Corpus Christi; INT of the Corpus Christi 311° and the San Antonio, Tex., 167° radials; San Antonio; Austin, Tex.; INT Austin 016° and Greater Southwest, Tex. 190° radials; Greater Southwest;
Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Des Moines, Iowa, 196° radials; Des Moines; Mason City, Iowa; to Minneapolis, Minn.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 26 (El Paso, Texas, to Joliet, Ill.)

From El Paso, Tex., via the INT of El Paso 069° and Roswell, N. Mex., 215° radials; Roswell; Amarillo, Texas; Wichita, Kans.; Kansas City, Mo.; Kirksville, Mo.; Bradford; to Joliet, Ill.

AMENDMENTS 12/7/67 32 F. R. 13760 (Changed)

Jet Route No. 27 (San Antonio, Tex., to Lufkin, Tex.).

From San Antonio, Tex., to Lufkin, Tex.

Jet Route No. 28 (Pueblo, Colo., to Wichita, Kans.).

From Pueblo, Colo., via Garden City, Kans., to Wichita, Kans.

Jet Route No. 29 (United States/Mexican Border to Presque Isle, Maine).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 357° and the Corpus Christi, Tex., 179° radials; Corpus Christi; INT of the Corpus Christi 049° and the Houston, Tex., 226° radials; Houston; Lufkin, Tex.;
Shreveport, La.; Memphis, Tenn.; Evansville, Ind.; INT of the Evansville, 052° and the Dayton, Ohio, 231° radials; Dayton; Cleveland, Ohio; Erie, Pa.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine; to Presque Isle, Maine.

Jet Route No. 30 (Salt Lake City, Utah, to Herndon, Va.).

From Salt Lake City, Utah, via Provo, Utah; Meeker, Colo; Denver, Colo.; O'Neill, Nebr.;
Sioux Falls, S. Dak.; Minneapolis, Minn.; Nodine, Minn.;
Joliet, Ill.; via the INT of the Joliet 108° and the Fort Wayne, Ind., 279° radials; Fort Wayne; Appleton, Ohio; Front Royal, Va.; to Herndon, Va.

Jet Route No. 31 (New Orleans, La., to Birmingham, Ala.).

From New Orleans, La., via Meridian, Miss.; to Birmingham.

Jet Route No. 32 (Oakland. Calif.. to Duluth. Minn.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Battle Mountain, Nev.; Malad City, Idaho; Boysen Reservoir, Wyo.; Crazy Woman, Wyo., Dupree, S. Dak.; Aberdeen, S. Dak.; Duluth, Minn.; to the INT of the Duluth 051° radial and the United States/Canadian Border.

Jet Route No. 34 (Dickinson. N. Dak.. to Herndon. Va.).

From Dickinson, N. Dak., via Aberdeen, S. Dak.; Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis.; INT of Milwaukee 098° and Carleton, Mich., 297° radials; Carleton; Cleveland, Ohio; Allegheny, Pa.; Front Royal, Va.; to Herndon, Va.

AMENDMENTS 10/12/67 32 F. R. 12388 (Changed)

Jet Route No. 35 (New Orleans. La.. to Northbrook. Ill.).

From New Orleans, La., via the INT of the New Orleans 357° and the Jackson, Miss., 184° radials; Jackson; Memphis, Tenn.; St. Louis, Mo.; Capital, Ill.; the INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet, to Northbrook, Ill.

Jet Route No. 36 (Fargo. N. Dak.. to Peck. Mich.).

From Fargo. N. Dak., via Minneapolis. Minn.; Nodine. Minn.; Milwaukee. Wis.; INT of the Milwaukee. Wis.. 088° and the Peck, Mich., 269° radials, to Peck, Mich.

Jet Route No. 37 (New Orleans. La.. to United States/Canadian Border).

From New Orleans, La., via INT of the New Orleans 066° and the Montgomery, Ala., 230° radials; Montgomery; Atlanta, Ga.; Spartanburg, S. C.; Gordonsville, Va.; INT of the Gordonsville 059° and the Coyle, N. J., 235° radials; Coyle; Kennedy, N.Y.; Albany, N.Y.; Massena, N. Y. to the INT of the Massena 037° radial and the United States/Canadian Border.

Jet Route No. 38 (United States/Canadian Border to Peck. Mich.).

From the INT of the United States/Canadian Border and the direct radial between Duluth. Minn., and Kenora. Ont.. via Duluth; Green Bay. Wis., to Peck. Mich.

Jet Route No. 39 (Crestview. Fla.. to Dayton. Ohio).

From Crestview, Fla., via Montgomery, Ala.; Birmingham, Ala.; INT of the Birmingham 360° and the Nashville, Tenn., 191° radials; Nashville; Louisville. Ky., to Dayton, Ohio.

Jet Route No. 40 (Montgomery. Ala.. to Ironsides. Md.).

From Mongomery, Ala., via the INT of the Montgomery 068° and the Macon, Ga., 268° radials; Macon; Charleston, S. C.; Wilmington, N. C.; Richmond, Va.; to the INT of the Richmond 009° and the Gordonsville, Va., 059° radials.

Jet Route No. 41 (Miami. Fla.. to Omaha. Nebr.).

From Key West, Fla., via INT of Key West 358° and St. Petersburg, Fla., 151° radials; St. Petersburg; Tallahassee, Fla.; Montgomery. Ala.; Birmingham. Ala.; Memphis. Tenn.; Springfield. Mo., Kansas City. Mo., to Omaha. Nebr.

AMENDMENTS 2/2/67 31 F. R. 15088 (Changed)

Jet Route No. 42 (Greater Southwest, Texas to Kennedy, N. Y.).

From Greater Southwest, Texas via Texarkana, Ark.; Memphia, Tenn.; Nashville, Tenn.; Beckley, W. Va.; Front Royal, Va.; Westminster, Md.; Yardley, Pa.; to Kennedy, N. Y.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 43 (Key West, Fla., to Wayne, Mich.).

From Miami, Fla., via INT of Miami 316° and St. Petersburg, Fla., 133° radials; St. Petersburg; Tallahassee, Fla.; Atlanta, Ga.; Knoxville, Tenn.; Lexington, Ky.; Dayton, Ohio; to the INT of Dayton 011° and Windsor, Ont., 276° radials.

AMENDMENTS 2/2/67 31 F. R. 15088 (Changed)

Jet Route No. 44 (Phoenix, Ariz., to Farmington, N. Mex.).

From Phoenix, Ariz., via Winslow, Ariz., to Farmington, N. Mex.

Jet Route No. 45 (Jacksonville. Fla.. to Des Moines. Iowa).

From Jacksonville, Fla., via Alma, Ga.; Atlanta, Ga.; Nashville, Tenn.; INT of the Nashville 316° and the St. Louis, Mo., 129° radials; St. Louis to Des Moines, Iowa.

Jet Route No. 46 (Tulsa, Okla., to Knoxville, Tenn.).

From Tulsa, Okla., via Walnut Ridge, Ark.; Nashville, Tenn., to Knoxville, Tenn.

Jet Route No. 47 (Charleston, S. C., to Spartanburg, S. C.)

From Charleston, S. C., via Columbia, S. C., to Spartanburg, S. C.

Jet Route No. 48 (Pulaski. Va., to Westminster, Md.).

From Pulaski. Va.. to Westminster, Md.

Jet Route No. 49 Charleston, W. Va., to the United States/Canadian Border).

From Charleston, W. Va., via Allegheny, Pa.; Philipsburg, Pa.; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine; to INT of the Presque Isle 038° radial and the United States/Canadian Border.

Jet Route No. 50 (El Paso, Texas, to Crestview, Fla.).

From El Paso, Texas, via Wink, Texas; Abilene, Tex.; Waco, Texas; Lufkin, Texas; INT of the Lufkin 086° and the Alexandria, La., 270° radials; Alexandria; McComb, Miss., to Crestview, Fla.

Jet Route No. 51 (Jacksonville. Fla.. to Norfolk, Va.).

From Jacksonville. Fla., via Savannah, Ga.; Columbia, S. C.; Raleigh-Durham, N.C.; to Norfolk, Va.

Jet Route No. 52 (Greater Southwest, Texas to Richmond, Va.).

From Greater Southwest, Texas, via Texarkana, Ark.; Greenwood, Miss.; Birmingham, Ala.; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C.; Raleigh-Durham, N. C.; to Richmond, Va.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 53 (Key West, Fla., to Kleinburg, Ontario, Canada).

From Key West, Fla., via Miami, Fla.; Orlando, Fla.; Jacksonville, Fla.; INT of the Jacksonville 343° and the Augusta, Ga., 189° radials; Augusta; Spartansburg, S. C.; Pulaski, Va.; Allegheny, Pa.; Erie, Pa.to Kleinburg, Ontario, Canada. The portion within Canada is excluded.

Jet Route No. 54 (Pendleton, Oreg., to McCall, Idaho).

From Pendleton, Oreg., to McCall, Idaho.

Jet Route No. 55 (Jacksonville, Fla., to United States/Canadian Border).

From Jacksonville, Fla., via Savannah, Ga.; Charleston, S. C.; Florence, S. C.; INT of the Florence 007° and the Raleigh, N. C., and the Raleigh-Durham, N. C., 224° radials; Raleigh-Durham, Flat Rock, Va.; INT of the Flat Rock 025° and the Gordonsville, Va., 059° radials; INT of the Gordonsville 059° and the Coyle, N. J. 235° radials; Coyle; Kennedy, N. Y.; INT of the Kennedy 049° and the Kennebunk, Maine, 212° radials; Kennebunk; Bangor, Maine; Presque Isle, Maine; to Mont Joli, Quebec, Canada, excluding the portion within Canada.

AMENDMENTS 6/22/67 32 F. R. 5831 (Changed)

Jet Route No. 56 (Salt Lake City, Utah, to Denver, Colo.).

From Salt Lake City, Utah, via Meeker, Colo., to Denver, Colo.

Jet Route No. 58 (Oakland, Calif., to New Orleans, La.).

From Oakland, Calif., via Stockton, Calif.; Coaldale, Nev.; Wilson Creek, Nev.; Bryce Canyon, Utah; Farmington, N. Mex.; Las Vegas, N. Mex.; Amarillo, Texas; Wichita Falls, Texas; Greater Southwest, Texas; Alexandria, La.; INT of the Alexandria 126° and the New Orleans, La., 295° radials; to New Orleans.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 59 (Philipsburg, Pa., to Syracuse, N. Y.).

From Philipsburg, Pa., to Syracuse, N. Y.

Jet Route No. 60 (Los Angeles, Calif., to Kennedy, N. Y.).

From Los Angeles, Calif., via Ontario, Calif.; Hector, Calif.; Boulder, Nev.; Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Denver, Colo.; Hayes Center, Nebr.; Omaha, Nebr.; Des Moines, Iowa; Joliet, Ill.; Cleveland, Ohio; Philipsburg, Pa.; INT of Philipsburg 097° and Kennedy, N. Y., 271° radials; to Kennedy.

Jet Route No. 61 (Westminster, Md. to Buffalo, N. Y.).

From Westminster, Md., via Philipsburg, Pa., to Buffalo, N. Y.

Jet Route No. 62 (Kennedy, N. Y., to Nantucket, Mass.).

From Kennedy, N.Y., via the INT of the Kennedy 080° and the Nantucket, Mass., 255° radials, to Nantucket.

Jet Route No. 63 (Kennedy, N. Y., to Syracuse, N. Y.).

From Kennedy, N. Y.; Huguenot, N Y., to Syracuse, N. Y.

Jet Route No. 64 (Los Angeles, Calif., to Kennedy, N. Y.).

From Los Angeles, Calif., via Ontario, Calif.; Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Hill City, Kans.; Pawnee City, Nebr.; Lamoni, Iowa; Bradford, Ill.; via the INT of the Bradford 089° and the Fort Wayne, Ind., 279° radials; Fort Wayne; Ellwood City, Pa.; Yardley, Pa.; to Kennedy, N.Y.

Jet Route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.).

From Phoenix, Ariz., via the INT of the Phoenix 272° and the Blythe, Calif., 096° radials; Blythe; Palmdale; INT of the Palmdale 291° and the Bakersfield, Calif., 149° radials; Bakersfield; INT of the Bakersfield 345° and the Fresno, Calif., 150° radials; Fresno; Sacramento, Calif.; To Red Bluff, Calif.

Jet Route No. 66 (Greater Southwest, Tex., to Little Rock, Ark.).

From Greater Southwest, Tex.; to Little Rock, Ark.

AMENDMENTS 1/4/68 32 F. R. 15636 (Rewritten)

Jet Route No. 67 **(Lakeview, Oreg., to Portland, Oreg.)**

From Lakeview, Oreg., direct Portland, Oreg.

AMENDMENTS 5/25/67 32 F. R. 3740 (Rewritten); Eff. date changed 8/17/67 32 F. R. 5988; Eff: date changed 6/22/67 32 F. R. 7126

Jet Route No. 68 **(Providence, R. I., to Nantucket, Mass.).**

From the INT of the Providence, R. I., 270° and the Boston, Mass., 231° radials via Providence, to Nantucket, Mass.

Jet Route No. 69 **(Mobile, Ala., to Birmingham, Ala.).**

From Mobile, Ala., via INT of the Mobile 015° and the Birmingham, Ala., 232° radials; to Birmingham.

Jet Route No. 70 **(Hoquiam, Wash., to Kennedy, N. Y.).**

From Hoquiam, Wash., via Seattle, Wash.; Ephrata, Wash.; Mullan Pass, Idaho; Lewiston, Mont.; Dickinson, N. Dak.; Aberdeen, S. Dak.; Minneapolis, Minn.; INT of the Minneapolis 109° and the Milwaukee, Wis., 312° radials; Milwaukee; Pullman, Mich.; Windsor, Ont., Canada; INT of Windsor 100° and Erie, Pa., 275° radials; Erie; Huguenot, N. Y.; to Kennedy, N. Y. The portion within Canada is excluded.

Jet Route No. 71 **(Memphis, Tenn., to Northbrook, Ill.).**

From Memphis, Tenn., via Centralia, Ill.; to Northbrook, Ill.

AMENDMENTS 5/25/67 32 F. R. 3972 (Changed)

Jet Route No. 72 **(Boulder, Nev., to Greater Southwest, Tex.).**

From Boulder, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Texico, N. Mex.; Wichita Falls, Texas; to Greater Southwest, Texas.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 74 **(Los Angeles, Calif., to Greater Southwest, Tex.).**

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; St. Johns, Ariz.; Socorro, N. Mex.; Texico, N. Mex.; Wichita Falls, Tex.; to Greater Southwest, Tex.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 75 **(Miami, Fla., to the United States/Canadian Border).**

From Miami, Fla., via the INT of the Miami 297° and the Lakeland, Fla., 175° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; INT of the Alma 036° and the Columbia, S. C., 193° radials; Columbia; Greensboro, N. C.; Gordonsville, Va.; Westminster, Md.; Huguenot, N. Y.; Albany, N. Y.; Plattsburgh, N. Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian Border.

Jet Route No. 76 **(Boulder, Nev., to Greater Southwest, Texas).**

From Boulder, Nev., via Tuba City, Ariz.; Las Vegas, N. Mex.; Amarillo, Texas,; Wichita Falls, Texas; to Greater Southwest, Texas.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 77 **(Miami, Fla., to the United States/Canadian Border).**

From Miami, Fla., via Palm Beach, Fla.; Vero Beach, Fla.; Daytona Beach, Fla.; Jacksonville, Fla.; Charleston, S. C.; Wilmington, N. C ; Gordonsville, Va.; Westminster, Md.; Huguenot, N. Y.; Boston, Mass.; Kennebunk, Maine; Bangor, Maine to the INT of the Bangor 058° radial and the United States/Canadian Border.

Jet Route No. 78 (Los Angeles, Calif., to Kennedy, N. Y.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Tulsa, Okla.; Farmington, Mo.; Louisville, Ky.; Charleston, W. Va.; Philipsburg, Pa.; INT of Philipsburg 097° and Kennedy, N. Y., 271° radials; to Kennedy.

Jet Route No. 79 (Miami, Fla., to Kennedy, N. Y.).

From Miami, Fla., via Palm Beach, Fla.; Vero Beach, Fla.; Daytona Beach, Fla.; INT of Daytona Beach 360°, Savannah, Ga., 180° and Jacksonville, Fla., 028° radials; Charleston, S. C.; Wilmington, N. C.; Norfolk, Va.; INT of Norfolk 023° and Coyle, N. J., 208° radials; Coyle; to Kennedy, N. Y.

Jet Route No. 80 (Oakland, Calif. to Kennedy, N. Y.).

From Oakland, Calif., via Stockton, Calif., Coaldale, Nev.; Wilson Creek, Nev.; Milford, Utah; Grand Junction, Colo.; Denver, Colo.; Hill City, Kans.; Salina, Kans.; Kansas City, Mo.; Capital, Ill.; Indianapolis, Ind.; Appleton, Ohio; Allegheny, Pa.; Coyle, N. J.; to Kennedy, N. Y.

Jet Route No. 81 (Miami, Fla., to Barracuda, Fla., INT).

From Miami, Fla., via Orlando, Fla., to the INT of the Melbourne, Fla., RR 055° and the Bimini, Bahamas, RBN 008° bearings.

Jet Route No. 82 (Portland, Oreg. to Boston, Mass.).

From Portland, Oreg., via McCall, Idaho; Dubois, Idaho; Crazy Woman, Wyo.; Rapid City, S. Dak; Sioux Falls, S. Dak.; Fort Dodge, Iowa; Dubuque, Iowa; INT of Dubuque 095° and Joliet, Ill., 317° radials; Joliet; Cleveland, Ohio; Erie, Pa.; Albany, N. Y.; INT of the Albany 084° and the Boston, Mass., 325° radials; to Boston.

AMENDMENTS 4/27/67 32 F. R. 4307 (Changed)
AMENDMENTS 5/25/67 32 F. R. 3740 (Changed); Eff. date changed 8/17/67 32 F. R. 5988;
Eff: date changed 6/22/67 32 F. R. 7126; 9/14/67 32 F. R. 10785 (Changed)

Jet Route No. 83 (Knoxville, Tenn., to Cleveland, Ohio).

From Knoxville, Tenn., via the INT of the Knoxville 018° and the Appleton, Ohio, 189° radials; Appleton; to Cleveland, Ohio.

Jet Route No. 84 (Oakland, Calif., to Northbrook, Ill.).

From Oakland, Calif.; via Stockton, Calif.; Coaldale, Nev.; Wilson Creek, Nev.; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Des Moines, Iowa; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 9/14/67 32 F. R. 10785 (Changed)

Jet Route No. 85 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Augusta, Ga.; Spartanburg, S. C.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio 172° radials; Cleveland, to Windsor, Ont., Canada. The portion within Canada is excluded.

Jet Route No. 86 (Boulder, Nev. to Miami, Fla.).

From Boulder, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; El Paso, Tex.; Fort Stockton, Texas; Junction, Tex.; Austin, Tex.; INT of Austin 113° and Houston, Texas, 287° radials; Houston; Grand Isle, La.; INT of Grand Isle 104° and Sarasota, Fla., 286° radials; Sarasota; INT of Sarasota 143° and Miami, Fla., 297° radials; to Miami.

AMENDMENTS 3/30/67 32 F. R. 2442 (Changed)

Jet Route No. 87 (Houston, Texas, to Northbrook, Ill.).

From Houston, Tex., via Greater Southwest, Tex.; Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Kirksville, Mo., 242° radials; Kirksville; Bradford; Joliet, Ill., to Northbrook, Ill.
AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 88 (Los Angeles, Calif., to Medford, Oreg.).

From Los Angeles, Calif., via INT of the Los Angeles 303° and the Santa Barbara, Calif., 109° radials; Santa Barbara; Salinas, Calif.; INT of the Salinas 310° and the Oakland, Calif., 170° radials: Oakland: INT of the Oakland 305° and the Ukiah, Calif., 172° radials; Ukiah, to Medford, Oreg.

Jet Route No. 89 (Miami. Fla.. to Duluth. Minn.).

From Miami, Fla. via the INT of the Miami 316° and the Lakeland, Fla. 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Atlanta, Ga.; Louisville, Ky.; Lafayette, Ind.; Northbrook; Milwaukee, Wis., to Duluth, Minn.

Jet Route No. 90 (Seattle, Wash., to the United States/Canadian Border).

From Seattle. Wash.. via Ephrata, Wash.; Mullan Pass, Idaho; Helena, Mont.; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; INT of the Mason City 095° and the Northbrook, Ill., 293° radials; Northbrook; INT of the Northbrook 093° and the Windsor, Ont., Canada, 263° radials; to the INT of the Windsor 263° radial and the United States/Canadian Border.

Jet Route No. 91 (Atlanta, Ga., to the United States/Canadian Border).

From Atlanta, Ga., via Knoxville, Tenn.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; Cleveland; to Windsor, Ont., Canada. The portion within Canada is excluded.

Jet Route No. 92 (Reno, Nev., to Tucson, Ariz.).

From Reno, Nev., via Coaldale, Nev.; Beatty, Nev.; INT Beatty 142° and Boulder, Nev., 272° radials; Boulder; Prescott, Ariz.; Phoenix, Ariz.; to Tucson, Ariz.

Jet Route No. 94 (Oakland, Calif., to Boston, Mass.).

From Oakland, Calif., via Stockton, Calif.; Reno, Nev.; Battle Mountain, Nev.; Bonneville, Utah; Salt Lake City, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; O'Neill, Nebr.; Fort Dodge, Iowa; Dubuque, Iowa; Northbrook; Pullman, Mich.; Peck, Mich.,
to the INT of the Peck 100° radial with the United States/Canadian Border. From the United States/Canadian Border at its INT with the Buffalo, N. Y., 274° radial via Buffalo; Albany, N. Y., to Boston, Mass.

AMENDMENTS 9/14/67 32 F. R. 10785 (Changed)

Jet Route No. 95 (Kennedy, N. Y., to the United States/Canadian Border).

From Kennedy, N. Y., via Huguenot, N. Y., Buffalo, N. Y.; to Kleinburg, Ontario, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 96 (Los Angeles, Calif., to Joliet, Ill.).

From Los Angeles, Calif. via Ontario, Calif.; INT of Ontario 093° and Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Garden City, Kans.; INT Garden City 066° and Salina, Kans., 257° radials; Salina; Kirksville, Mo.; Bradford, Ill.; to Joliet, Ill.

AMENDMENTS 9/14/67 32 F. R. 10785 (Added); Corr: 32 F. R. 11774

Jet Route No. 97 (Nantucket. Mass.. to Plattsburgh. N. Y.).

From Nantucket, Mass., via Boston, Mass., to Plattsburgh, N. Y.

Jet Route No. 98 (Springfield. Mo.. to Farmington. Mo.)

From Springfield. Mo.. to Farmington. Mo.

Jet Route No. 99 (Atlanta, Ga., to Northbrook, Ill.).

From Atlanta, Ga., via Nashville, Tenn.; Lewis, Ind.; to Northbrook, Ill.

Jet Route No. 100 (Los Angeles, Calif., to Northbrook, Ill.).

From Los Angeles, Calif., via Hector, Calif.; Boulder, Nev.; Bryce Canyon, Utah; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 9/14/67 32 F. R. 10785 (Rewritten)

Jet Route No. 101 (Houston, Texas, to Sault Ste. Marie, Mich.).

From Houston, Texas, via Lufkin, Texas; Shreveport, La.; Little Rock, Ark.; St. Louis, Mo.; Capital, Ill.; INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet; Northbrook, Ill.; Milwaukee, Wis.; Green Bay, Wis.; to Sault Ste. Marie, Mich.

Jet Route No. 102 (Alamosa, Colo. to Hill City, Kans.).

From Alamosa, Colo., via Lamar, Colo.; to Hill City, Kans.

Jet Route No. 103 (St. Petersburg, Fla., to Savannah, Ga.).

From St. Petersburg, Fla., via Orlando, Fla.; Daytona Beach, Fla.; to Savannah, Ga.

Jet Route No. 104 (Tucson, Ariz., to Denver, Colo.)

From Tucson, Ariz., via San Simon, Ariz.; Socorro, N. Mex.; Las Vegas, N. Mex.; Pueblo, Colo.; to Denver, Colo.

AMENDMENTS 3/30/67 32 F. R. 3092 (Rewritten)

Jet Route No. 105 (Greater Southwest, Tex., to Milwaukee, Wis.).

From Greater Southwest, Tex., via Fayetteville, Ark.; Springfield, Mo.; Bradford, Ill.; to Milwaukee, Wis.

AMENDMENTS 1/4/68 32 F. R. 15636 (Changed)

Jet Route No. 106 (Minneapolis, Minn., to Green Bay, Wis.).

From Minneapolis, Minn., to Green Bay, Wis.

Jet Route No. 107 (Los Angeles, Calif., to Kenora, Ontario, Canada).

That airspace over United States territory from Los Angeles, Calif., via Hector, Calif.; Boulder, Nev.; Milford, Utah; Rock Springs, Wyo.; Crazy Woman, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak., to Kenora, Ontario, Canada.

Jet Route No. 108 (Winslow, Ariz., to St. Johns, Ariz.)

From Winslow, Ariz., to St. Johns, Ariz.

Jet Route No. 109 (Wilmington, N. C., to Buffalo, N. Y.).

From Wilmington, N. C., via Gordonsville, Va.; Front Royal, Va.; Philipsburg, Pa., to Buffalo, N. Y.

Jet Route No. 110 (Oakland, Calif., to Kennedy, N. Y.).

From Oakland, Calif., via INT of the Oakland 170° and the Salinas, Calif., 310° radials; Salinas; Fresno, Calif.; Boulder, Nev.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Garden City, Kans.; Butler, Mo.; St. Louis, Mo.; Indianapolis, Ind.; Appleton, Ohio; Allegheny, Pa.; Coyle, N. J.; to Kennedy, N. Y.

Jet Route No. 111 (Nome, Alaska, to Middleton Island, Alaska.).

From Nome, Alaska, via Unalakleet, Alaska; McGrath, Alaska; Anchorage, Alaska; to Middleton Island, Alaska.

AMENDMENTS 12/7/67 32 F. R. 13507 (Changed)

Jet Route No.112 (Butler, Mo., to Louisville, Ky.).

From Butler, Mo., via Farmington, Mo., to Louisville, Ky.

Jet Route No. 113 (Northbrook, Ill., to Minneapolis, Minn.).

From Northbrook, Ill., via Dubuque, Iowa; to Minneapolis, Minn.

AMENDMENTS 9/14/67 32 F. R. 10785 (Added)

Jet Route No. 115 (King Salmon, Alaska, to Fairbanks, Alaska)
From King Salmon, Alaska; via Anchorage, Alaska; to Fairbanks, Alaska.

AMENDMENTS 2/2/67 31 F. R. 15237 (Rewritten)

Jet Route No. 117 (McGrath, Alaska, to Kotzebue, Alaska).

From McGrath, Alaska, via Galena, Alaska; to Kotzebue, Alaska, RBN.

Jet Route No. 118 (Memphis, Tenn., to Spartanburg, S. C.)

From Memphis, Tenn., via Chattanooga, Tenn., to Spartanburg, S. C.

Jet Route No. 119 (Miami, Fla., to Gainesville, Fla.).

From Miami, Fla., via the INT of the Miami 297° and the St.Petersburg, Fla., 151° radials; St.Petersburg, to Gainesville, Fla.

Jet Route No. 120 (Bethel, Alaska, to Fort Yukon, Alaska).

From Bethel, Alaska, via McGrath, Alaska; Fairbanks, Alaska; to Fort Yukon, Alaska.

Jet Route No. 121 (Norfolk, Va., to Providence, R. I.).

From Norfolk, Va., via INT of Norfolk 023° and Sea Isle, N. J., 212° radials; Sea Isle; INT of Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; Providence, R. I.; to INT of Providence 045° and Boston, Mass., 066° radials.

AMENDMENTS 4/27/67 32 F. R. 5253 (Changed)

Jet Route No. 122 (Nenana, Alaska, to Nome, Alaska).

From Fairbanks, Alaska, via Galena, Alaska; to Nome, Alaska.

Jet Route No. 123 From INT Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., via Kodiak; to King Salmon, Alaska.

Jet Route No. 124 (Dillingham, Alaska, to Northway, Alaska)

From Dillingham, Alaska, via Anchorage, Alaska; Big Lake, Alaska; to Northway, Alaska.

Jet Route No. 125 From Kodiak, Alaska, to Anchorage, Alaska.

Jet Route No. 126 (Los Angeles, Calif., to Seattle, Wash.).

From Los Angeles, Calif., via the INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; INT of the Avenal 329° and the Stockton, Calif., 164° radials; Stockton; Sacramento, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg.; to Seattle, Wash.

Jet Route No. 128 (Los Angeles, Calif. to Northbrook, Ill.).

From Los Angeles, Calif., via Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Gunnison, Colo.; Denver, Colo.; Hays Center, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 9/14/67 32 F. R. 10785 (Changed)

Jet Route No. 132 (Fort Dodge, Iowa, to Mason City, Iowa).

From Fort Dodge, Iowa, to Mason City, Iowa.

Jet Route No. 134 (Los Angeles, Calif., to Kansas City, Mo.)

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Liberal, Kans.; Wichita, Kans.; to Kansas City, Mo.

Jet Route No. 136 (Newport, Oreg. to Spokane, Wash.).

From Newport, Oreg., via Portland, Oreg., Yakima, Wash., to Spokane, Wash.

AMENDMENTS 5/25/67 32 F. R. 3740 (Changed); Eff. date changed 8/17/67 32 F. R. 5988; Eff: date changed 6/22/67 32 F. R. 7126

Jet Route No. 138 (Fort Stockton, Tex., to San Antonio, Tex.).

From Fort Stockton, Tex., to San Antonio, Tex.

Jet Route No. 142 (Charleston, W. Va., to Herndon, Va.)

From Charleston, W. Va., via INT of Charleston 083° and Herndon, Va., 254° radials; to Herndon.

AMENDMENTS 7/20/67 32 F. R. 7590 (Added)

Jet Route No. 500 (Lakehead, Ontario, to Fredericton, New Brunswick).(joins Canadian high level airway No. 500).

From Lakehead, Ontario, via Sault Ste. Marie, Mich.; Gore Bay, Ontario, RR; Killaloe, Ontario, RBN; Ottawa, Ontario; St. Johns, Quebec; Sherbrooke, Quebec; Millinocket, Maine to Fredericton, New Brunswick excluding the portions outside the United States.

Jet Route No. 501 (Seattle, Washington, to Bethel, Alaska). (joins Canadian High Level Airway No. 501.).

From Seattle, Wash., to Victoria, British Columbia. From Sandspit, B. C. via Biorka Island, Alaska; Yakutat, Alaska; Johnstone Point, Alaska; Anchorage, Alaska; to Bethel, Alaska, excluding that airspace within Canadian territory.

AMENDMENTS 2/2/67 31 F. R. 15799 (Changed); 12/7/67 32 F. R. 13760 (Changed)

Jet Route No. 502 (Kotzebue, Alaska, to United States/Canadian border). (Joins Canadian high level airway No. 502)

From Kotzebue, Alaska, via Fairbanks, Alaska; Northway, Alaska; Burwash Landing, Yukon Territory, RR; Sisters Island, Alaska; Annette Island, Alaska; to Port Hardy, British Columbia, Canada, excluding the portion within Canada.

Jet Route No. 503(Seattle, Wash., to United States/Canadian Border) (joins Canadian High Level airway No. 503).

From Seattle, Wash., to the United States/Canadian Border via the Seattle direct radial to Princeton, British Columbia.

Jet Route No. 505 (Seattle, Wash., to the United States/Canadian border) (Joins Canadian high level airway No. 505)

From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian border.

Jet Route No. 506 (Millinocket, Maine, to United States/Canadian border). (Joins Canadian high level airway No. 506).

From Millinocket, Maine, via the intersection of Millinocket 114° and St. John, N. B., 267° radials; to the intersection of the St. John 267° radial with the United States/Canadian border.

Jet Route No. 507 (Northway, Alaska, to Annette Island, Alaska)

From Northway, Alaska, via Yakutat, Alaska; Sisters Island, Alaska; to Annette Island, Alaska, excluding the portion within Canada.

Jet Route No. 509 (Long Lake, N.Y., to United States/Canadian border) (Joins Canadian high level airway No. 509)

From the INT of Albany, N.Y., 343° and St. Eustache, Quebec, 188° radials to the INT of the St. Eustache 188° radial with the United States/Canadian border.

Jet Route No. 515 (Fargo, N. Dak., via the United States/Canadian border, to Fairbanks, Alaska). (Joins Canadian high level airway No. 515.)

From Fargo, N. Dak., via Pembina, N. Dak., to the INT of Pembina 356° radial and the United States/Canadian border. From the INT of Northway, Alaska, 121° radial and the United States/Canadian border via Northway to Fairbanks, Alaska.

AMENDMENTS 2/2/67 31 F. R. 15799 (Rewritten)

Jet Route No. **516 (Great Falls, Mont., to the United States/Canadian border); (joins Canadian high level airway** No. 516).

From Great Falls, Mont., via the Great Falls 339° radial to the United States/Canadian border.

Jet Route No. **517 (Spokane, Wash., to the United States/Canadian border);(joins Canadian high level airway** No. 517).

From Spokane, Wash., to Kimberley, British Columbia, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. **518 (Windsor, Ontario, Canada, to Westminster, Md.) (Joins Canadian high level airway No. 518).**

From Windsor, Ontario, Canada, via INT of Windsor 134° and Ellwood City, Pa., 296° radials; Ellwood City; INT of Ellwood City 124° and Westminster, Md., 289° radials; to Westminster; excluding the airspace which lies over Canadian territory.

Jet Route No. **530 (Great Falls, Mont., to the United States/Canadian border); (joins Canadian high level airway** No. 530).

From Great Falls, Mont., via the Great Falls 040° radial to the United States/Canadian border.

Jet Route No. **531 (Buffalo, N. Y., to Sault Ste. Marie, Mich.) (Joins Canadian high level airway No. 531.).**

From Buffalo, N. Y., via Kleinburg, Ont., Canada; Wiarton, Ont., Canada; to Sault Ste. Marie, Mich., excluding the portion which lies over Canadian territory.

Jet Route No. **532 (Pembina, N. Dak., to the United States/Canadian Border) (joins Canadian high level airway No. 532).**

From Pembina, N. Dak., to the United States/Canadian Border via the Pembina to Red Lake, Ontario RBN direct radial.

Jet Route No. **533 (Duluth, Minn., to the United States/Canadian Border) (joins Canadian high level airway No. 533).**

From Duluth, Minn., to the United States/Canadian border via the Duluth to Lakehead, Ontario, direct radial.

Jet Route No. **538 (Duluth, Minn., to the United States/Canadian border); (joins Canadian high level airway** No. 538).

From the INT of the United States/Canadian border and the direct radial between Duluth, Minn., and Kenora, Ont., to Duluth.

Jet Route No. **545 (Cleveland, Ohio, to the United States/Canadian Border)(joins Canadian High Level Airway** No. **545).**

From Cleveland, Ohio, to the INT of the Cleveland 024° radial and the United States/Canadian Border.

Jet Route No. **546 (Peck, Mich., to the United States/Canadian Border) (joins Canadian high level airway No. 546).**

From Peck, Mich., to the United States/Canadian Border via the Peck to Kleinburg, Ontario direct radial.

Jet Route No. **547 (Peck, Mich., to Buffalo, N. Y.).(Joins Canadian high level airway No. 547.)**

From Peck, Mich., via the Peck 100° radial to the United States/Canadian border. From the United States/Canadian border to Buffalo, N. Y., via the Buffalo 274° radial.

Jet Route No. **548 (Sault Ste. Marie, Mich., to the United States/Canadian Border) (joins Canadian high level airway** No. **548).**

From Sault Ste. Marie, Mich., to the United States/Canadian border via the Sault Ste. Marie to Timmins, Ontario, RR direct radial.

Jet Route No. **549 (Erie, Pa., to the United States/Canadian border.) (Joins Canadian high level airway** No. 549.)

From Erie, Pa., to Kleinburg, Ontario, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 550 (United States/Canadian border to Erie, Pa.) (Joins Canadian high level airway No. 550).

From the INT of the United States/Canadian border and the Erie, Pa., 275° radial to Erie.

Jet Route No. 551 (Peck, Mich., to the United States/Canadian border.) (Joins Canadian high level airway No. 551).

From Peck. Mich.. to the United States/Canadian border via the Peck to Wiarton, Ontario, direct radial.

Jet Route No. 554 (Buffalo, N. Y., to the United States-Canadian Border).

From Buffalo, N. Y., to the United States-Canadian border, via the Buffalo 259° radial.

Jet Route No. 559 (Syracuse, N. Y., to the United States/Canadian border). (Joins Canadian high level airway No. 559).

From Syracuse, N. Y., to the INT of Syracuse 005° radial and the United States/Canadian border.

AMENDMENTS 11/9/67 32 F. R. 12913 (Added)

Jet Route No. 560 (Plattsburgh, N. Y., to the United States/Canadian Border.) (Joins Canadian high level airway No. 560.)

From Plattsburgh, N. Y., to Quebec, Quebec, Canada, excluding the airspace over Canada.

Jet Route No. 563 (Albany, N. Y., to the United States/Canadian border). (Joins Canadian High Level Airway No. 563).

From Albany, N. Y., via INT of Albany 008° and Sherbrooke, Quebec, Canada, 217° radials to Sherbrooke, excluding the airspace over Canada.

Jet Route No. 564 (Presque Isle, Maine, to the United States/Canadian border); (joins Canadian high level airway No. 564).

From Presque Isle, Maine, to INT of the Presque Isle 038° radial and the United States/Canadian border.

Jet Route No. 566 (Massena. N. Y.. to the United States/Canadian border). (Joins Canadian high level airway No. 566).

From Massena. N. Y.. to the INT of the Massena 037° radial and the United States/Canadian border.

Jet Route No. 567 (Plattsburgh. N. Y., to the United States/Canadian border). (Joins Canadian high level airway No. 567).

From Plattsburgh. N. Y.. to the INT of the Plattsburgh 334° radial and the United States/Canadian border.

Jet Route No. 575 (Kennedy, N.Y. to Yarmouth, N.S., Canada). (Joins Canadian high level airway No. 575).

From Kennedy, N.Y., via Boston, Mass.; to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route No. 581 (Bangor. Maine. to the United States/Canadian border); (joins Canadian high level airway No. 581).

From Bangor, Maine, to the INT of the Bangor 058° radial and the United States/Canadian border.

Jet Route No. 582 (Presque Isle. Maine. to the United States/Canadian border). (Joins Canadian high level airway No. 582.)

From Presque Isle, Maine, to Mont Joli, Quebec, Canada, excluding the portion within Canada.

AMENDMENTS 6/22/67 32 F. R. 5831 (Changed)

Jet Route No. 584 (Northbrook, Ill., to Kennedy, N. Y.).

From Northbrook, Ill., via INT of Northbrook 093° and Carleton, Mich., 270° radials; Carleton; Slate Run, Pa.; to Kennedy, N. Y.

Jet Route No. 585 (Nantucket, Mass. to Yarmouth, N.S. Canada). (Joins Canadian high level airway No. 585).

From Nantucket, Mass., to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route No. 586 (United States/Canadian border via Massena, N. Y., to United States/Canadian border). (Joins Canadian high level airway No. 586).

From Stirling, Ont., via Massena, N. Y., to St. Johns, Quebec, excluding the airspace outside the United States.

PENDING AMENDMENT

Jet Route No. 590 (Lakehead, Ontario, Canada, to Sault Ste. Marie, Mich.). (Joins Canadian high level airway No. HL-590).

From the Lakehead, Ontario, Canada, RBN to the Sault Ste. Marie, Mich., RBN. The portion within Canada is excluded.

AMENDMENTS 2/1/68 32 F. R. 17518 (Added)

SUBPART C - JET ADVISORY AREAS

§75.200 **En route jet advisory areas.**

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Jet Route No. 25 Jet Advisory Area.
Nonradar: From the Unites States/Mexican Border to the positive control area boundary N of Brownsville, Tex., from FL 270 to FL 410, inclusive.

Jet Route No. 29 Jet Advisory Area.
Nonradar: From the United States/Mexican Border to the positive control area boundary N of Brownsville, Tex., from FL 270 to FL 410, inclusive.

Jet Route No. 32 Jet Advisory Area.
Nonradar: From the positive control area boundary NE of Duluth, Minn., to the United States/Canadian border only from FL 370 to FL 390, inclusive.

Jet Route No. 36 Jet Advisory Area
Nonradar: From Fargo, N. Dak., to the positive control area boundary SE of Fargo.

AMENDMENTS 2/2/67 31 F. R. 15799 (Added)

Jet Route No. 38 Jet Advisory Area.
Nonradar: From United States/Canadian Border to the positive control area boundary NW of Duluth, Minn., at FL 310 and FL 370 to FL 410, inclusive.

Jet Route No. 53 Jet Advisory Area.
Radar: Key West, Fla., to the positive control area boundary S of Miami, Fla.

Jet Route No. 62 Jet Advisory Area.
Radar: From the positive control area boundary SW of Nantucket, Mass., to Nantucket.

Jet Route No. 68 Jet Advisory Area.
Radar: From Providence, R. I., to Nantucket, Mass.

Jet Route No. 97 Jet Advisory Area.
Radar: Nantucket, Mass., to Boston, Mass.

Jet Route No. J-107 Jet Advisory Area.
Radar: From the positive control area boundary NE of Dickinson, N. Dak., to 14 nautical miles SW of Pembina, N. Dak.
Nonradar: From 14 nautical miles SW of Pembina, N. Dak., to 26 nautical miles NE of Pembina; from 81 nautical miles NE of Pembina to 93 nautical miles NE of Pembina.

AMENDMENTS 4/27/67 32 F. R. 5831 (Rewritten)

Jet Route No. 500 Jet Advisory Area.
Radar: From the United States/Canadian border SE of Lakehead, Ont., Canada, to the United States/Canadian border E of Sault Ste. Marie, Mich., excluding the airspace below FL 290.

Jet Route No. 515 Jet Advisory Area
Nonradar: From Fargo, N. Dak., to the United States/Canadian border.

AMENDMENTS 2/2/67 31 F. R. 15799 (Rewritten); 4/27/67 32 F. R. 5831 (Rewritten)

Jet Route No. 532 Jet Advisory Area.
Radar: Pembina, N. Dak., to the United States/Canadian border.

Jet Route No. 533 Jet Advisory Area.
Nonradar: From the positive control area boundary NE of Duluth, Minn., to the United States/Canadian Border only from FL 370 to FL 390, inclusive.

Jet Route No. 538 Jet Advisory Area.
Nonradar: From the United States/Canadian Border to the positive control area boundary NW of Duluth, Minn., at FL 310 and from FL 370 to FL 410, inclusive.

§75.300 Terminal jet advisory areas.

(Unless otherwise specified the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Boston, Mass., Jet Advisory Area.
Radar a. Nantucket, Mass., CONSOLAN via Control Area 1143 to boundary of the Continental Control Area.
b. Nantucket, Mass., CONSOLAN via Control Area 1144 to boundary of the Continental Control Area.
c. Nantucket, Mass., CONSOLAN via Control Area 1145 to boundary of the Continental Control Area.

Los Angeles, Calif., Jet Advisory Area
Radar. a. The airspace within 3 miles from the shoreline of Santa Catalina Island, Calif.